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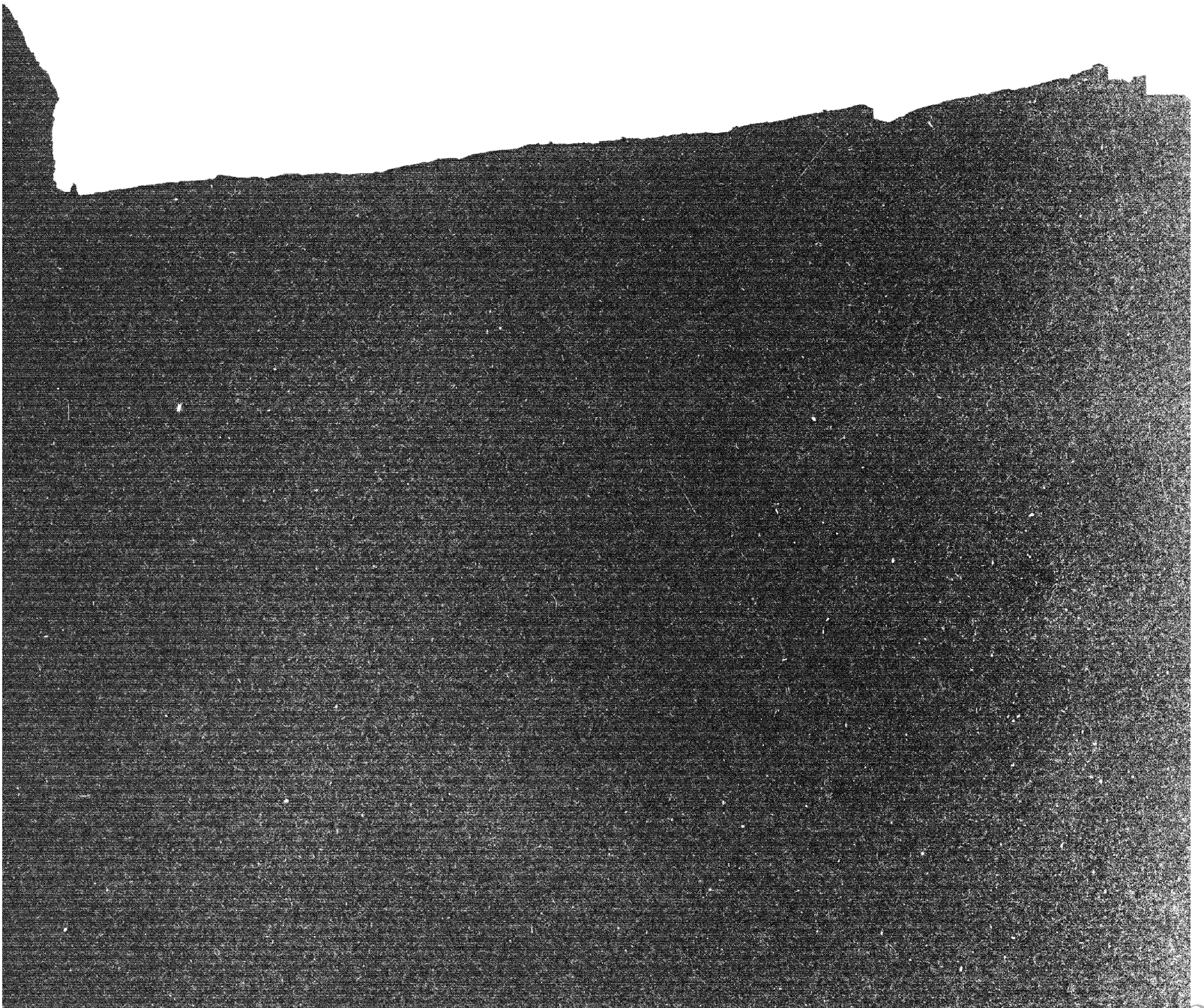
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DEPARTMENT OF COMMERCE AND LABOR

BUREAU OF STATISTICS : : : : : O. P. AUSTIN, Chief of Bureau

THE
COMMERCIAL PHILIPPINES
IN 1906

Showing the Trade of the Islands, the Chief Countries Participating
Principal Articles Imported and Exported, and
United States with the



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Therein, the Principal Articles Imported and Exported, and
Details of Trade of the United States with the
Islands During a Term of Years



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THE COMMERCIAL PHILIPPINES IN 1906.

INTRODUCTION.

The purpose of this work, as indicated by its title, "The Commercial Philippines in 1906," is to present in concise form a picture of commercial conditions in the Philippines, past and present, and facts bearing upon the possible future development of that commerce. Population, area, climate, products, transportation, industrial methods, and customs are all so closely related to the subject as to require more or less attention in a discussion of the commerce and commercial possibilities of these distant islands; but these questions are discussed only in their bearing upon or relation to commerce present, prospective, or possible of development.

The United States is a great consumer of tropical products, its imports of articles produced in tropical or subtropical climates aggregating over 500 million dollars per annum. The articles forming this commerce include sugar, coffee, tea, cacao, india rubber, hemp, jute, tobacco, fruits and nuts, spices, gums, silk, cabinet woods, dye woods, wool and hides, and many other articles of less importance.

The Philippines, located in the Tropics, are capable of producing large quantities of all, or practically all, of these various articles. At present their productions for export consist chiefly of hemp, sugar, and tobacco, and the aggregate value of their exportations has never, because of crude methods, absence of transportation facilities, and lack of capital, exceeded 34 million dollars in any year; yet their possibilities are many times that amount.

A FEW COMPARISONS.

The area of the Philippines is 115,026 square miles, and their population 8 millions and their exports 34 million dollars in value. The Hawaiian Islands, with an area of 6,449 square miles and less than 200,000 inhabitants, exported, in 1905, 36 million dollars' worth of merchandise. The area of the Philippines is over 18 times that of the Hawaiian Islands, and their population 50 times as great; yet their present production for exportation is actually less than that of the Hawaiian Islands, whose geographic and climatic conditions are similar and whose natural power of production is probably no greater per square mile or acre than that of the Philippines. Porto Rico, with an area of 3,606 square miles and a population of 1 million, exports about 24 million dollars' worth of merchandise per annum, or two-thirds as much as the Philippines, although its area is less than one-thirtieth and its population but about one-eighth that of the Philippines. In Porto Rico production and exportation have doubled in eight years under the application of American methods of production and transportation, and in the Hawaiian Islands production has increased thirty fold since the entrance thirty years ago of American capital and modern methods of development and production. The Philippines, in the absence of modern facilities of production and transportation, produce on an area of 115,000 square miles and with a population of 8 million people less than 34 million dollars' worth of merchandise for exportation, although the markets

of the United States and of the whole Temperate Zone are constantly demanding tropical products of the kind which these islands might easily produce.

The area of the Philippine Islands is 32 times as great as that of Porto Rico, whose exports in the fiscal year 1906 aggregated \$23,257,530, against less than 34 millions of exports from the Philippines in their high record year. The area is 18 times and the population 50 times as great as that of the Hawaiian Islands, whose exports in 1905 aggregated 36 millions, or more than that of the Philippines in their high record year. The area is more than twice as great as that of the Dutch islands of Java and Sumatra, which, after supporting a population of 30 millions, export about 100 million dollars' worth of merchandise annually or three times that of the Philippines; about 3 times as great as that of Cuba, which, with a population of 1½ millions, exported, in 1905, 110 million dollars' worth of merchandise; but little less than that of Japan (147,655 square miles), whose exports, after supporting a population of 46 millions, amounted in 1905 to 158 million dollars, and is practically 5 times as great as that of Ceylon, which, with a population half that of the Philippines, exported, in 1904, about 40 million dollars' worth of merchandise.

In view of these facts, a discussion of not merely the present commerce, but the possibilities of increased production of articles required by commerce and of transportation possibilities and needs with reference thereto is necessarily a part of a study of this character.

IMPORTATIONS INTO THE UNITED STATES OF POSSIBLE PHILIPPINE PRODUCTS.

The United States brings into its ports from foreign countries from 75 to 100 million dollars' worth of sugar annually, and sugar is a natural product of the Philippine Islands; it also imports from 75 to 100 million dollars' worth of coffee annually, and the Philippines have produced, under favorable circumstances, large quantities of coffee of a high grade; from 40 to 50 million dollars' worth of india rubber annually, and there is reason to believe that rubber production is not only possible but entirely practicable in the Philippine Islands. Fiber importations into the United States, including chiefly hemp, sisal, and jute, amount to about 40 million dollars per annum, and these the Philippines are able to produce in unlimited quantities, with the possible exception of jute, which is still in the experimental stage. It also imports about 35 million dollars' worth of fruits, nuts, and spices, almost exclusively of tropical production, and practically all of which might readily be produced in the Philippine Islands; about 22 million dollars' worth of tobacco annually, chiefly from tropical countries, and a considerable share of this, used for cigar wrappers, comes from Sumatra, a comparatively near island neighbor of the Philippines; from 15 to 18 million dollars' worth of tea per annum, and the opinion of tea experts in the Orient is that the Philippines are about the only remaining undeveloped tea-producing area of the world; over 30

million dollars' worth of goatskins annually, practically all of which comes from tropical or subtropical countries. Its annual importation of 30 million dollars' worth of pig tin, produced almost exclusively in that part of the world in which the Philippines are located, and of 60 million dollars' worth of raw silk, produced almost exclusively in countries immediately adjacent to the Philippines, suggests further possibilities of development of entirely new industries in those islands; for while tin has been found in certain parts of the island, and conditions in certain other parts of the islands seem favorable to the silk industry, little has been done in either of these lines to develop industries which are now so important and profitable in comparatively near by sections of the world.

LINES OF FUTURE DEVELOPMENT.

The future development of producing power, and consequently the development of commerce and commercial power in the Philippines, lies, apparently, chiefly in natural products. In no part of the tropical world has the production of manufactures developed in any considerable degree, except certain parts of India, where large sums of British capital have been invested in cotton manufacturing; yet India has become, with each year of her history, a larger importer of cotton manufactures, of which her imports now aggregate over 100 million dollars per annum. At present manufactures form but an infinitesimal share of the exports of the Philippine Islands, and as the manufacturing industries are not developed in the islands it follows that manufactures form a very large proportion of the imports and will continue to grow in proportion to the development of producing, exporting and therefore of purchasing power. The history of trade in practically all tropical countries is that imports keep pace with the exports and are composed chiefly of manufactures and those classes of foodstuffs not produced in tropical countries. Of the 30 million dollars' worth of merchandise imported into the Philippines in 1905, manufactures composed 52 per cent and articles of food and animals 38 per cent; while of the exports from the United States in the same time about 40 per cent was manufactures and 30 per cent foodstuffs.

INTERCHANGE OF PRODUCTS.

Thus the conditions of production and consumption in the two respective areas—the Philippine Islands and the United States—the one a tropical section and the other a temperate zone section, suggest a natural interchange of products. The Philippine Islands produce tropical products in considerable quantities and may enormously increase their production, while the United States consumes tropical products, in large quantities and is steadily increasing that consumption. The Philippine Islands consume manufactures and temperate zone foodstuffs in large quantities in proportion to their purchasing power, and the United States produces these articles for exportation in large and constantly increasing quantities.

The experience of the United States thus far in its trade with its noncontiguous territories, especially those located in the Tropics, has been that the growth in sales of merchandise to those islands has been coincident with the growth of their producing and consuming power. The value of merchandise brought from the Hawaiian Islands to the United States is about 30 times as great as in 1875, the year preceding the removal of tariff restrictions between these tropical islands and the Temperate Zone mainland of the United States; and the value of merchandise sent to the islands from the United States is also about 30 times as great as in 1875. The value of merchandise brought from Porto Rico to the United States is now about 10 times as great as in the year immediately preceding annexation; and the value of merchandise sent to that island from the mainland is also 10 times as great as in the years immediately preceding annexation, less than a decade ago. In these cases, where the United States has become a large purchaser of the products of these tropical islands, their production has been

stimulated, and they have in like degree increased their purchases of manufactures and foodstuffs from the United States.

These facts seem, therefore, to justify, in a discussion of commercial possibilities in the Philippines, a consideration of the question of possible increase of production and exports and of local demand for the products of the United States.

THE PHILIPPINES AS A DISTRIBUTING CENTER.

Whether the Philippine Islands may become a great distributing center for American commerce in the Orient is a question upon which opinion is divided. The belief has been expressed by many that with the establishment of the excellent dock facilities recently supplied at Manila, the erection of great warehouses and depots for American goods, and facilities for exploitation of American products the Philippine Islands may prove an attractive trade center for prospective Asiatic dealers in merchandise of the character offered by the producers and wholesalers of the United States, and thus prove a great distributing point for American commerce in the Orient. The fact, however, that Manila is from two to five days' travel from the great commercial centers of eastern Asia, over seas proverbially rough and subject to typhoons, coupled with the further fact that excellent facilities for storage and distribution of merchandise at wholesale are already offered in the now well-established centers of Singapore, Hongkong, Shanghai, and the coast cities of Japan, has been urged by others as an indication that the chief interest in the Philippines as a commercial center lies in their domestic commerce and the possible great development which awaits it through increased production, and therefore increased consuming power, of the islands.

PRESENT COMMERCE OF THE PHILIPPINES.

The total commerce of the Philippine Islands in the fiscal year 1906 was \$57,716,400, of which \$25,799,266 was imports and \$31,917,134 exports. Prior to American occupation the trade of the island was measured by calendar-year statements, and in the discussions which follow, with the purpose of comparing present conditions with those of earlier years, calendar-year statements are necessarily utilized.

SHARE OF VARIOUS COUNTRIES IN THE IMPORTS.

The total imports of the calendar year 1905 were \$30,050,550 in value, against \$14,250,717 in 1894, the last year under Spanish occupation for which figures are available; \$18,547,968 in 1884, \$13,772,775 in 1874, and \$11,522,974 in 1864. Prior to American occupation the share of the imports drawn from the United States averaged from 2 to 4 per cent, those from the United Kingdom from 25 to 38 per cent, those from Germany from 3 to 6 per cent, Spain from 8 to 24 per cent, China from 10 to 20 per cent, and those from Hongkong and the British East Indies from 10 to 25 per cent. Since American occupation the share of the imports drawn from the United States has averaged about 13 per cent (19 per cent 1905), from the United Kingdom about 17 per cent, from Spain about 7 per cent, from China 13 per cent, from Hongkong 5 per cent, from the British East Indies 8 per cent, and in recent years from the French East Indies about 15 per cent—this large share from the French East Indies being due to the heavy importations of rice from that section of the world consequent upon the shortage in rice production in the Philippines resulting from the loss of the carabao through disease and the reduction in other imports resulting from the disturbed conditions following the war. This abnormal condition, characterized by a great fall in the production of rice, and consequently heavy importation, is, however, being rapidly remedied with an increase in the available supply of carabao due to the importation of those animals under Government auspices and a return to domestic production, so that the importations of rice in 1905 amounted in value to only \$6,745,975, against \$12,552,382 in 1903.

DISTRIBUTION OF EXPORTS.

The exports in the calendar year 1905 exceeded those of any earlier year, having amounted in that year to \$33,454,774, against \$16,541,842 in 1894, \$19,793,383 in 1884, \$17,389,374 in 1874, and \$11,264,476 in 1864. Imports in the calendar year 1905 were valued at \$30,162,471, or nearly 4 million dollars below those of the high-record year 1903, when the total was \$33,811,384. The exports are largely to the United States, about 40 per cent of the total having gone to that country in the calendar year 1905, about 25 per cent to the United Kingdom, nearly 10 per cent to Hongkong, about 8 per cent to France, and the remainder chiefly to European countries.

THE IMPORT TRADE.

CHARACTER AND SOURCES OF IMPORTS.

The articles forming the imports into the Philippine Islands are shown in detail on subsequent pages of this report, all important articles imported in the fiscal years 1903, 1904, 1905, and 1906 being included in the tables. Other tables show the principal articles imported and the chief countries from which they are drawn.

The principal articles forming the \$30,055,050 of imports in the calendar year 1905 include cotton cloth closely woven, \$3,566,766, of which \$656,777 was from the United States, \$2,036,885 from the United Kingdom, and \$234,784 from Switzerland; cotton cloth loosely woven, \$924,562, of which \$42,979 was from the United States, \$305,691 from the United Kingdom, and \$134,089 from Spain; cotton yarn, \$958,760, of which \$2,837 was from the United States, \$506,553 from the United Kingdom, and \$174,037 from Japan; cotton wearing apparel, \$98,317, of which \$18,990 was from the United States and \$39,010 from Spain; knit fabrics of cotton, \$793,863, of which \$11,725 was from the United States, \$600,531 from Spain, and \$129,213 from Germany; cattle, \$776,282, chiefly from China; flour, \$770,012, of which \$522,865 was from the United States and \$242,024 from Australia; fresh beef, \$441,605, all of which was from Australia; illuminating oil, \$637,843, of which \$445,106 was from the United States, \$138,427 from Russia, and \$54,176 from the Dutch East Indies; coal, \$454,698, of which \$290,123 was from Australia and \$140,449 from Japan; opium, \$739,419, of which \$551,531 was from the British East Indies and \$103,868 from China; boots and shoes, \$401,749, of which \$200,644 was from the United States and \$175,469 from Spain; condensed milk, \$265,618, of which \$98,770 was from the United States and \$119,152 from the United Kingdom; lumber, \$295,692, of which \$112,702 was from the United States and \$118,666 from Australia; books, maps, etc., \$157,249, of which \$51,231 was from the United States; earthen and chinaware, \$130,559, of which \$14,102 was from the United States and \$28,920 from the United Kingdom; telegraph and telephone instruments, \$122,421, of which \$102,098 was from the United States; steel rails, \$193,300, of which \$22,792 was from the United States and \$169,727 from the United Kingdom; iron sheets and plates, \$300,844, of which \$2,245 was from the United States and \$290,606 from the United Kingdom; structural iron and steel, \$169,476, of which \$86,042 was from the United States and \$65,687 from the United Kingdom; iron and steel manufactures as a whole, \$2,577,611, of which \$1,125,204 was from the United States, \$925,138 from the United Kingdom, and \$296,749 from Germany; lard, \$174,919, of which \$17,499 was from the United States and \$148,453 from China; canned vegetables, \$66,861, of which \$34,737 was from the United States; potatoes, \$173,080, of which \$39,063 was from the United States and \$105,421 from Japan; and rice, \$6,745,975, of which \$5,335,050 was from the French East Indies, \$468,601 from the British East Indies, and \$940,396 from other Asiatic countries.

Tables on a subsequent page show the value of each article imported during a series of years, also the countries from which leading articles were imported, in order that those desiring to know the competing countries supplying the articles in which they are especially interested may have that opportunity by consulting the tables in question.

SHARE OF IMPORTS DRAWN FROM THE UNITED STATES.

It will be noted from a study of the tables that while the share of the United States in the import trade of the Philippine Islands has materially increased the share supplied of many articles is still comparatively small, notably so in certain articles of which the United States is a large producer. Prior to American occupation the share of the imports of the Philippines supplied from the United States seldom reached more than 3 per cent. During the period from 1900 to 1904 it averaged 13 per cent, and in 1905 it was 18½ per cent. In the five years ending with 1894 the share supplied by the United Kingdom averaged 30 per cent, and in the five years ending with 1904 but 17 per cent. In 1905 it was also 17 per cent. In the five years ending with 1894 the share of the imports drawn from Spain was 24 per cent, and in the five years ending with 1904, 7 per cent. Thus the United States shows a large gain in the share of the imports and also in actual importations, which did not average as much as a half million dollars from the United States during the decade prior to American occupation, and have steadily grown until they now aggregate 5½ millions, or 12 times as much as the annual average during the period 1884 to 1894.

This proportion of less than 20 per cent which the United States is supplying of the imports of the Philippines, while very much greater than that prior to American occupation, is still in marked contrast with the share being supplied in Hawaii and Porto Rico, which are now customs districts of the United States. In the case of Porto Rico, 90 per cent of the merchandise entering the island is brought from the United States, and in the case of the Hawaiian Islands 81½ per cent, the larger share of the imports drawn from foreign countries in the case of Hawaii being due to the presence of a large oriental population, which draws upon China and Japan for supplies of food and clothing, and to the fact that the nitrates required for the sugar estates are to be had only in foreign countries.

IMPORTS OF PRINCIPAL ARTICLES, BY COUNTRIES.

An examination of the record of importations into the Philippines, article by article, shows that the failure of the United States to make a better showing in percentage of imports, or a showing which would compare favorably with that relating to its trade with Porto Rico and Hawaii, occurs largely in articles of a class produced in great quantities in the United States and available for exportation. Of flour, about one-third of the total imports is drawn from Australia and the remainder chiefly from the United States. Of fresh beef, of which nearly a half million dollars' worth is imported annually, the entire supply is drawn from Australia and none from the United States. Of lard, of which the imports amount to 175 thousand dollars, only 17½ thousand dollars' worth, or 10 per cent, is from the United States, and 148 thousand dollars' worth from China. Of condensed milk, of which 265 thousand dollars' worth was imported in 1905, about 98½ thousand dollars' worth was from the United States, and 119 thousand dollars' worth from the United Kingdom. Of closely woven cotton cloths, of which the imports were 3½ million dollars last year, less than two-thirds of a million dollars' worth was from the United States, against over 2 million dollars' worth from the United Kingdom, which buys raw cotton from the United States, manufactures it, and ships it to our own islands, selling there over three times as much as the United States; and this is also true in general terms with reference to various other grades of cotton manufactures. Of the total imports of cotton and cotton manufactures into the Philippine Islands, which amounted to \$6,826,845 in 1905, the United States supplied \$866,098; the United Kingdom, \$3,344,478; Spain, \$965,298; India, \$369,437 (chiefly yarn); Germany, \$286,856; Switzerland, \$438,706, and China, \$271,466.

Japan, which is looked upon as a possible competitor of the United States in the sale of cotton manufactures in the East, has as yet supplied but small quantities of cotton imports to the Philippines, except as regards yarns. Of the \$3,566,766 worth of closely woven cotton manufactures imported into the Philippines

in 1905, \$22,934 was from Japan; of the \$924,562 worth of loosely woven cotton cloths imported in 1905, \$4,938 was from Japan, and the proportion in other grades was similar, except in yarns and thread, of which Japan supplied \$174,037 out of a total importation of \$958,760, while the United States supplied but \$2,837 worth.

Of boots and shoes the share supplied by the United States is not as large as might be expected in view of the fact that our exports of boots and shoes are larger than those of any other country of the world. The total importations of boots and shoes into the Philippines in 1905 was \$401,749, of which \$200,644 was from the United States and \$175,469 from Spain.

Of fresh meats, Australia is the largest purveyor, owing to the fact that the prices at which fresh meats from the Australian pastures can be placed upon the markets of Manila are much below those possible from the United States, the prices at which Australian meats are delivered in Manila being about the same as those current in the United States.

Of silk, wool, and vegetable fibers, the United States is not a large exporter, and it is not, therefore, especially surprising that only \$33,802 worth of the \$946,628 of imports of this group in 1905 was drawn from the United States.

Of iron and steel manufactures imported into the Philippines, the share supplied by the United States is scarcely what would be expected in view of the fact that the total production of iron and steel in the United States is as great as that of the United Kingdom and Germany combined, and that the total exports have grown from 41 million dollars in 1896 to 161 millions in 1906. Of the \$193,300 worth of steel rails imported into the Philippines in 1905, only \$22,792 was from the United States and \$169,727 from the United Kingdom; of the iron sheets and plates imported in 1905, valued at \$300,844, but \$2,245 was from the United States, against \$290,606 from the United Kingdom. Of the total iron and steel imports, amounting to \$2,577,611 in 1905, the share of the United States was \$1,125,204, against \$925,138 from the United Kingdom, and \$296,749 from Germany.

Of wood and manufactures thereof, the share supplied by the United States is about the same as that of manufactures of iron and steel, being in 1905 \$206,819 out of a total importation of \$497,145.

In mineral oil the United States encounters in the Philippines the rivalry of both Russia and Sumatra, the principal oil fields other than our own, and both lying nearer to that market than our own. The value of illuminating oil imported into the Philippines from the United States in 1905 was \$445,106, against \$138,427 from Russia, and \$54,176 from Sumatra.

It can scarcely be expected that the United States will ever supply as large a percentage of the imports of the Philippine Islands as of those of Porto Rico. This is due to two causes—(1) the oriental population of the Philippine Islands demands certain classes of oriental products, and (2) in certain great staples of food the supply can be drawn at much less cost from the nearer-by sections of the world. In meats and flour, Australia, which lies much nearer and has excellent steamship connections, competes successfully with the United States, the prices at which Australian meats are laid down in the Philippines being so low as to render competition from the United States impracticable, while large quantities of pork and lard are drawn from the still nearer market of China, in which considerable quantities are available for exportation. For rice, of which the importations have been very large during the past few years, the great rice fields of French Indo-China, Siam, French India, and the British East Indies are the almost exclusive sources of supply. The quantity of rice brought into the Philippines in 1903 was 737 million pounds, of which 474 millions was from the French East Indies, 102 millions from China, 91 millions from British India, and 58 millions from Siam.

PRESENT MARKET FOR ARTICLES PRODUCED IN THE UNITED STATES.

Of the 30 million dollars' worth of imports into the Philippine Islands, probably 65 per cent is of a class produced in the United States, over 50 per cent being manufactures and 38 per cent articles of food and animals, rice being, however, included in the last mentioned class. The market available in the Philippine Islands for products of the United States appears to be, therefore, at the present time, about 20 million dollars, and of this the United States now supplies about 5½ millions, leaving to our rivals—chiefly the United Kingdom, Germany, Spain, and Australasia—the remainder of the field. Of the imports in 1905, amounting to 30 million dollars, 5½ millions was from the United States, a little over 5 millions from the United Kingdom, 5¼ millions from the French East Indies (almost exclusively rice), nearly 3 millions from China, nearly 2 millions from Spain, a little less than 2 millions from British East Indies, 1½ millions from Germany, and 1¼ millions from Australia. The total imports from Europe as a whole were \$10,775,000, or a little more than one-third of the grand total from all parts of the world. Of this Philippine market for over 30 million dollars' worth of merchandise the United States supplies but 18½ per cent cent, while in the Hawaiian Islands she supplies about 80 per cent and in Porto Rico 90 per cent of the total merchandise entering those islands.

ANALYSIS OF IMPORT TRADE IN 1906.

The report of the Chief of the Bureau of Insular Affairs has the following regarding the imports of 1906:

The leading item in reduced imports is rice, and the heavy decline in foreign purchases of this staple foodstuff of the islands from \$7,456,738 in 1905 to \$4,375,500 in 1906, indicating as it does an increase in local production, may be considered a very satisfactory feature of the returns. These imports show diminishing values in recent months and a total for the fiscal year the smallest since 1900. There is thus an approximate return to conditions existing prior to the advent of rinderpest and insurrection, and a practical supply of the islands' needs through home production seems to be indicated in the near future.

A further factor in diminishing imports of 1906 is to be found in the effect of the passage of the new tariff and the consequent stocking up in anticipation of increased rates. This was notably so in the case of rice and opium, imports of which were exceptionally heavy in the months of April and May, 1905, and thus inflated the total of that year with what under normal conditions should have figured in the imports of the fiscal period of 1906.

But eliminating the actual reduction of \$3,081,238 in rice and \$409,919 in opium imports there remains a diminished trade for 1906 to the value of \$1,585,927 that does not appear to be entirely explained by disturbances incident to the inauguration of a new tariff, and must be due in a measure to unsatisfactory conditions in the import trade and to the reduced purchasing power of the islands referred to in the report of last year.

Among other imports showing a heavy decline, illuminating oil is the most conspicuous, with a shrinkage in value of \$434,580, while the half-million-dollar trade of 1905 in both coal and fresh beef is less by \$107,000 in the former and by \$80,000 in the latter commodity. Purchases of beer, distilled spirits, and wines drop off considerably, and the total beverage trade, with an aggregate value of nearly \$800,000 in 1905, is \$143,000 less in 1906. Structural materials, as well as the miscellaneous schedule of iron and steel manufactures, show heavy declines, and the same is true of electrical and other machinery, their combined total representing a shrinkage of more than half a million, while cement imports are less by \$40,000. The reduction of more than \$60,000 in refined-sugar purchases may be considered in the light of a gain, being brought about as the result of local production by the Malabon refinery, recently put into operation after remaining idle for a number of years.

The six and three-quarter million dollar cotton trade for the year furnishes the most noteworthy instance of increased imports, with a total of \$325,000. Imports of wheat flour reach a value of \$824,039 and are larger by nearly \$100,000 than in 1905.

The most conspicuous item in this decline in American trade is to be found in that of cotton cloths, which represents one-third of the total. This is to be attributed to the unfavorable operation of the

cotton textile schedule in the tariff of 1905, amounting in effect to a discrimination against this important American manufacture in the import trade of the islands. The fiscal year 1906 about covers the period of operation of this schedule, under which imports of American cloths have declined from \$700,000 to \$224,000. The discrimination against American cotton goods was more than corrected by the act of Congress approved February 26, 1906.

Other important losses in American trade are to be found to the extent of \$171,000 in illuminating oil and about the same amount in wheat flour—a decline in the latter case in the face of increased total imports that serves to emphasize the effect of the active competition which American wheat is meeting at the hands of Australia. In the reduced beer trade the United States is also a loser to the extent of \$76,000. American electrical machinery still holds the market, but a market reduced 50 per cent in its demands, in which the American loss amounts to \$100,000. On the other hand, in the increased imports of agricultural implements and of scientific instruments and apparatus, under which are included telephones, etc., the bulk both of the trade and the increase is credited to the United States, American gains in these schedules amounting to about \$160,000.

THE EXPORT TRADE.

The export trade of the Philippine Islands is slightly larger than the import trade and assumes special importance by reason of its possibilities of growth—a growth which may be expected to result in corresponding increases in imports. The total exports of the islands in the calendar year 1905 were \$33,454,774, against \$30,050,550 of imports, the total exports being larger than those of any earlier year. Prior to American occupation the value of the exports of the islands seldom crossed the 20 million dollar line and had never but once (1889) been so much as 25 millions. In 1900 they aggregated practically 23 millions; in 1901, 24½ millions; in 1902, 28¾ millions; in 1903, 32½ millions, and in 1905, 33½ millions of dollars, being thus in 1905 fully 60 per cent in excess of the average during the period, 1885 to 1894, preceding American occupation.

POSSIBLE DEVELOPMENT.

The question of the exports of the Philippine Islands seems really of greater importance than that of imports, because of the possibility of their very great development, their power of supplying many of the tropical articles now imported into the United States in large and steadily increasing quantities, and the probability that the increase of production and sales to the United States will be followed by a like increase in purchases from the United States. Such has been the case in a notable degree in the trade with Hawaii and Porto Rico—increased producing power and increased sales to the United States were followed by increased purchases of products of the United States. It seems proper then, in studying the exports of the islands, to consider not merely their present value or even the growth by which they have attained that value, but the class of articles produced for exportation, the world's demand for such articles, and the possibility or probability of enlargement of production in the islands.

LEADING EXPORTS.

The principal articles now forming the export trade of the Philippine Islands are hemp, sugar, copra, and tobacco. The value of these articles exported in the calendar year 1905 was: Hemp, \$21,757,344; sugar, \$5,073,233; copra, \$3,244,703, and tobacco, in all forms, \$2,281,703, these four articles aggregating \$32,356,983, out of a total exportation of \$33,454,744. Hemp, it will be observed, forms 65 per cent of the total exports in 1905; sugar, 15 per cent; copra, nearly 10 per cent, and tobacco about 6½ per cent.

Not only does hemp form by far the largest item in the export trade, but the growth in its exportation has been much more rapid in recent years than in any other article entering the export trade. Prior to 1900, the value of hemp exported had never, except on two occasions (1889 and 1891) reached as much as 10 million dollars, having ranged from 6 to 8 millions per annum from 1880 to 1900. In 1900 it exceeded 13 millions, in 1901 it was practically 16 millions, in 1902 it was over 19 millions, and in 1905, as above indicated, \$21,757,344.

Meantime sugar exportations showed a decline. In 1893 the total value of sugar exported was over 10 million dollars; in 1895, over 6 millions; from 1900 to 1904 the value ranged from 2¼ millions to 3¼ millions of dollars, and in 1905 was \$5,073,233, or but half the figure of 1893 or 1883 and less than half the figure of 1881 or 1873, when the highest total of sugar exports from the Philippines was recorded, \$13,970,243.

Of tobacco, the exportation in all forms, whether manufactured or otherwise, has never reached as much as 5 million dollars in a single year, and on only two occasions, 1866 and 1867, crossed the 4 million dollar line, the average during the last decade having been about 2 million dollars per annum, almost equally divided between leaf tobacco and manufactures.

DISTRIBUTION OF EXPORTS.

In 1905 the value of leaf tobacco exported amounted to \$1,367,212, and cigars, \$892,561. Of the leaf tobacco exported, \$866,756 worth went to Spain, and \$386,469 to Austria-Hungary; and of the \$892,561 worth of cigars exported, \$316,680 worth went to Hongkong, \$129,520 to British India, \$106,401 to China, \$95,015 to Australia, \$81,505 to the United Kingdom, \$27,381 to Spain, \$22,846 to France, \$14,956 to Germany, and \$14,114 to the United States.

Of the sugar exported in 1905, amounting to \$5,073,233 in value, \$2,741,801 worth went to China and Hongkong, \$207,241 to Japan, and \$2,102,023 to the United States.

Of the copra exports, amounting to 3¼ millions in 1905, 2 millions went to France, three-quarters of a million to Spain, about a quarter of a million to Germany, 118 thousand dollars' worth to British India, 82 thousand to the United Kingdom, and 8 thousand to the United States. Copra, which is the dried meat of the cocoanut, is now much utilized in European countries for its oils, which are used in the manufacture of soaps and in some cases, in a refined state, for food purposes.

Of the hemp exportation, amounting in 1905 to \$21,757,344, \$12,648,143 worth went to the United States, \$7,872,267 to the United Kingdom, \$387,375 to Japan, \$375,738 to Australia, \$200,052 to Hongkong, \$142,634 to British India, \$31,520 to Spain, and smaller values to others of the European countries.

POSSIBILITIES OF EXPORT TRADE.

The present exports of the Philippines are therefore small in value, confined to a few articles. Thirty-three million dollars is a small sum, considered from the standpoint of general international commerce and of this small sum practically two-thirds is a single article, hemp, while the value of sugar, tobacco, and copra now exported is but a trifle in its relation to international markets, or even to the exports of the islands themselves. It is rather in the possible future of these and other articles that interest in the study of the Philippine commerce lies.

The world's demand for hemp, sugar, tobacco, copra, coffee, cacao, india rubber, tropical fruits, cabinet woods, and spices is continuous and steadily increasing. The demand of the United States for these and tropical articles of less importance, practically all of which could be produced in the Philippines, has grown from 140 million dollars in 1870 to over 500 millions in 1905, and the growth has been similar in other parts of the manufacturing and consuming world.

Practically all these articles the Philippine Islands have shown an ability to produce, many of them in very large quantities, the measure of production depending largely upon the supply of capital for developing regions now undeveloped, the application of modern methods to production, and the creation of systems of transportation. These possibilities of enlargement of production of the articles required by the United States, and by the commercial world generally, seem so important as to justify a presentation here of statements by persons who have made careful studies of conditions in the islands, and whose views as to the possibilities of enlargement of production are thus entitled to careful consideration.

The report of the Chief of the Bureau of Insular Affairs, War Department, has the following regarding the exports of 1906:

EXPORTS TO ALL COUNTRIES.

Articles.	1905.		1906.	
	Quantities.	Values.	Quantities.	Values.
	<i>Tons.</i>	<i>Dollars.</i>	<i>Tons.</i>	<i>Dollars.</i>
Hemp.....	128,564	22,146,241	110,399	19,446,769
Sugar.....	111,849	4,977,026	123,790	4,863,865
Copra.....	36,963	2,095,355	65,112	4,043,115
Tobacco.....		1,999,193		2,389,890
All other.....		1,134,800		1,173,495
Total.....		32,352,615		31,917,134

EXPORTS TO THE UNITED STATES.

Hemp.....	72,196	12,954,515	61,068	11,168,226
Sugar.....	56,948	2,618,487	7,187	260,104
Copra.....	202	14,425		
Tobacco.....		6,820		31,003
All other.....		73,779		120,078
Total.....		15,668,026		11,579,411

The \$435,000 decline in exports is chiefly to be found in the item of hemp, though there are also reductions to be found in manufactured tobacco and sugar. Increased values are to be noted in copra and unmanufactured tobacco, the other leading items of export.

The predictions made concerning the effect of the disastrous typhoon of September, 1905, on hemp production are borne out by a decrease of 18,000 tons in exports to be found in the latter months of the period under consideration. The average price, though somewhat better than in 1905, has been by no means sufficient to offset the reduced quantity, and a deficit of \$2,699,472 is shown in export values credited in 1906 to this normally most prosperous of the islands' industries.

Copra exports to a large extent counterbalance this decline in hemp by an increase of \$1,947,760 over the \$2,000,000 trade of 1905. The average price per pound has also been slightly higher in 1906. France is still the leading purchaser and is credited with 60 per cent of the total.

Sugar exports amount to 123,000 tons, a gain of 12,000 tons over those of 1905, but in consequence of reduced prices yield a decreased value of \$113,161. Of the total quantity Hongkong takes 60 per cent and China about 30, though in 1905 these markets were subordinated to shipments to the United States aggregating over half the islands' output.

Unmanufactured tobacco exports show a value of \$1,458,658 and an increase of \$453,134. Export quantities increase 5,000,000 pounds and represent a recovery from the much reduced figures of 1905. Of this increase Austria-Hungary appropriates the greater part and becomes a prominent competitor with Spain for the Philippine leaf, these two countries taking about 80 per cent of the total. Manufactured tobacco exports decline from a value of \$993,669 to \$931,232, with Hongkong the leading buyer.

With the United States and the United Kingdom consuming the great bulk of Philippine hemp, the more than two and a half million dollars reduction in these exports previously referred to has been chiefly at the expense of the former, and this large item, together with reduced purchases of sugar, explains the shrinkage of \$4,088,615 in exports to the United States to be found in the statistics of 1906.

TARIFF.

The tariff of the Philippine Islands was jointly prepared by the Philippine government and the Bureau of Insular Affairs in Washington, and in this form was submitted to the Congress of the United States and afterwards became a law. The law, which treats of the rates of duty on a very large number of articles and also deals extensively with the administration of the revenue laws, is too long to justify its presentation in this discussion. Copies of the tariff may be obtained by addressing the Bureau of Insular Affairs, War Department, Washington, D. C.

The question of tariff rates on articles passing between the Philippine Islands and the United States has been a subject of much discussion. The fact that the removal of all tariff duties on merchandise passing between the United States and Porto Rico and the

Hawaiian Islands has been followed by a rapid development not only of the trade between those islands and the United States, but also by increased production in the islands and increased business activity, and prosperity among the people has been urged in support of a proposition for similar tariff relations between the United States and the Philippine Islands. Following the removal of duty between the United States and Hawaii under the reciprocity act of 1876 came an enormous increase in production, especially of sugar, for the markets of the United States, and with this came a similar increase in demands upon the United States for its manufactures and foodstuffs; and the production of the islands is now probably 30 times as great in quantity and 25 times as great in value as that prior to 1876, while the actual annexation of the Hawaiian Islands in 1900 still further stimulated production and commerce through the assurance of permanent government and a continued free intercourse of these tropical islands with a temperate zone country consuming tropical products.

In the case of Porto Rico, the opening of the doors of the United States to its tropical products has also greatly stimulated production and therefore business activity and general prosperity, and the shipments from the island to the United States are now ten times as great as they were in the year prior to annexation, while shipments from the United States to the island have also increased in like proportion.

These facts have been urged as reasons for the establishment of similar relations between the Philippine Islands and the United States, not merely that the removal of the duty on articles passing between the islands and the governing country would result in increased trade, but that it would also result in a stimulation of the industries in the islands and enlargement of investment of American capital and American energy in their development. The demand for legislation of this character was recognized in part by the passage by Congress of an act reducing by 25 per cent the duty to be collected on articles of Philippine production entering the United States. A full application of the principle of free interchange of commerce between the dependency and the governing country has been, however, urged especially by the people of the islands and was commended by a large proportion of the members of Congress who visited the Philippine Islands in the summer of 1905. As a result, a bill providing free admission into the United States of all products of the Philippine Islands except sugar and tobacco, and reducing the rates of duty on those articles to 25 per cent of the rates now provided by law, and providing that on and after April 11, 1909, all articles the products of the United States shall be admitted into the Philippine Islands free of duty, and all Philippine products shall enter the United States free of duty, passed the House of Representatives during the first session of the Fifty-ninth Congress and is now pending in the Senate. The act, in the form in which it passed the House, is as follows:

AN ACT To amend an act entitled "An act temporarily to provide revenue for the Philippine Islands, and for other purposes," approved March eighth, nineteen hundred and two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second section of the act entitled "An act temporarily to provide revenue for the Philippine Islands, and for other purposes," approved March eighth, nineteen hundred and two, is hereby amended to read as follows:

"SEC. 2. That on and after the passage of this act there shall be levied, collected, and paid upon all articles coming into the United States from the Philippine Islands the rates of duty which are required to be levied, collected, and paid upon like articles imported from foreign countries: *Provided*, That all articles wholly the growth and product of the Philippine Islands coming into the United States from the Philippine Islands shall hereafter be admitted free of duty, except sugar, tobacco, and rice manufactured and unmanufactured, upon which there shall be levied, collected, and paid only twenty-five per centum of the rates of duty aforesaid: *And provided further*, That the rates of duty which are required hereby to be levied, collected, and paid upon the products of the Philippine Islands coming into the United States shall be less any duty or taxes levied, collected, and paid thereon

upon the shipment thereof from the Philippine Islands, as provided by law, under such rules and regulations as the Secretary of the Treasury may prescribe; but all articles wholly the growth and product of the Philippine Islands admitted into the ports of the United States free of duty under the provisions of this act, and coming directly from said islands to the United States, for use and consumption therein, shall be hereafter exempt from any export duties imposed in the Philippine Islands: *Provided, however*, That in consideration of the rates of duty aforesaid, sugar and tobacco, both manufactured and unmanufactured, wholly the growth and product of the United States, shall be admitted to the Philippine Islands from the United States free of duty: *And provided further*, That on and after the eleventh day of April, nineteen hundred and nine, all articles and merchandise going from the United States into the Philippine Islands, and all articles wholly the growth and product of the Philippine Islands coming into the United States from the Philippine Islands, shall be admitted free of duty: *And provided further*, That in addition to said duty when levied, and in case said articles are admitted into the United States free of duty, there shall be paid upon articles of merchandise of Philippine Islands manufacture coming into the United States and withdrawn for consumption or sale a tax equal to the internal-revenue tax imposed in the United States upon the like articles of merchandise of domestic manufacture, such tax to be paid by internal-revenue stamp or stamps to be provided by the Commissioner of Internal Revenue and to be procured by purchase from the collector of internal revenue at or most convenient to the port of entry of said merchandise in the United States, and to be affixed under such regulations as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall prescribe; and such articles of Philippine Islands manufacture mentioned in this proviso shall be exempt from payment of any tax imposed by the internal-revenue laws of the Philippine Islands: *And provided further*, That in addition to the duty hereinbefore provided when levied, and in case said articles are admitted into the Philippine Islands free of duty, there shall be paid upon articles of merchandise manufactured in the United States and going into the Philippine Islands and withdrawn for consumption or sale, a tax equal to the like articles of merchandise when manufactured in the Philippine Islands; such tax to be paid by internal-revenue stamps or otherwise as provided by the laws in force in the Philippine Islands upon the like articles; and such articles manufactured in the United States mentioned in this proviso and going into the Philippine Islands shall be exempt from payment of any tax imposed by the internal-revenue laws of the United States. All the moneys collected under this section as amended shall, until the eleventh day of April, nineteen hundred and nine, be paid over and disposed of as provided in section four of the act hereby amended, and shall not be covered into the Treasury of the United States."

"SEC. 3. That on and after the day when this act shall go into effect all goods, wares, and merchandise previously imported from the Philippine Islands, for which no entry has been made, and all goods, wares, and merchandise previously entered without payment of duty and under bond for warehousing, transportation, or any other purpose, for which no permit of delivery to the importer or his agent has been issued, shall be subjected to the duties imposed by law prior to the passage of this act, and to no other duty, upon the entry or the withdrawal thereof: *Provided*, That when duties are based upon the weight of merchandise deposited in any public or private bonded warehouse said duties shall be levied and collected upon the weight of such merchandise at the time of its entry."

TRANSPORTATION.

Transportation is, of course, an absolute necessity to the development of commerce. However fertile the soil and genial the climate, production is of little importance without some means of transporting the product to market, and the absence of methods of transportation has been and still is the chief obstacle to a development of commerce in the Philippine Islands.

The three great requisites to transportation in the Philippine Islands are: (1) An inter-island steamship system; (2) small steamer and barge and raft facilities for the numerous short rivers of the various islands; (3) railways to open up the interior of the islands; and (4) wagon roads by which the products of the interior may be transported to the river or railway and thence to the ocean for transportation by the inter-island steamers to Manila for transfer to the trans-Pacific lines.

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WATER TRANSPORTATION.

The importance of an inter-island system of steamers will be realized when it is understood that the 8 million inhabitants of the Philippine Islands are scattered over scores of islands with a total area of 115,000 square miles and having a coast line of more than 10,000 miles, while a straight line from the most northerly to the most southerly point is over 1,000 miles, and from the farthest east to the farthest west over 500 miles. A steamer skirting the islands by the shortest possible route would travel about 2,500 miles, and if running on the mail route recently contracted for, starting at Manila and calling at way ports to the most southerly point of the islands and return, would travel over 2,000 miles. In addition to this, navigators must be thoroughly acquainted with the rocky coasts and channels and be expert in the management of vessels in the typhoons and other storms which prevail in this tropical region. Mr. John T. MacLeod, in the 1906 annual number of the Manila Bulletin, says that the cost of operating coastwise steamers in the Philippines is above that of any other civilized country, due in part to the difficulties of transportation above noted, but especially to the high cost of coal, most of which at present is brought from Japan and Australia, the wages of employees, which are higher than in China for a similar class of boats, high prices of steamer stores, and the lack of harbor improvements, wharves, and facilities for loading or discharging cargoes. These conditions can be in many particulars improved, especially with the development of coal in the Philippines (which is declared by experts to be superior in quality to that of Japan, which is now the chief reliance for steamships in all parts of the Orient), the improvement of harbors, the removal of dangerous rocks in passageways, and the construction of facilities for loading and unloading at less expense than under present conditions.

The rivers of the various islands now offer facilities for navigation by small steamers over a distance of perhaps 500 or possibly 1,000 miles, and for transportation by bamboo rafts for probably an equal distance at places not available for navigation by steam, and this will be increased by a proper attention to the development of these natural facilities for traffic.

ROAD BUILDING IN THE ISLANDS.

Climatic conditions in the Philippines make road building very expensive. It is, however, an absolute necessity to commerce, for unless the products of the interior can be brought to the great arteries of transportation—the rail, the river, or the seaboard—and the merchandise obtained in exchange therefor transported to the interior, the commerce of the islands must continue small and its development be very slight. As a result the Philippine Commission in the early part of its work made an appropriation of \$1,000,000 for the construction of roads and bridges, which was expended under the direction of the military authorities in repairing and building the roads most needed at that time. Further appropriations were made from year to year until there now exists some 300 miles of roads under the supervision of the Commission. In addition to this, various provincial boards have undertaken and completed many short stretches of road and enabled scores of communities to transport their products to market. The value of road building is illustrated by a development which followed the opening of a short line of some 10 miles in the island of Luzon in 1905 where formerly it was nearly impossible to obtain access to the coast during wet weather, and hundreds of thousands of dollars' worth of coconuts, the chief product of the country, were allowed to go to waste because of the absence of means of transporting them to market. In a single year since the road was opened the exports of that section of the country have been doubled, the value of the land increased, and the industrial activity among the natives greatly improved.

RAILWAYS.

Railways are the prime necessity for reaching the interior of the islands. At present the entire length of railways in the islands is approximately 200 miles, all of which are located in the island of Luzon, the most northerly island of the group, and consisting chiefly of a single line extending northwardly from Manila to Dagupan. The Congress of the United States recently authorized the Philippine government to enter into a contract with any railway company organized pursuant to the laws of that government or those of the United States or any State thereof to construct and operate railways in the islands and to guarantee interest at not to exceed 4 per cent per annum upon bonds issued by such corporations, limiting the contingent liability of the Philippine government to \$1,200,000 per annum for a term not to exceed thirty years, the total amount of the bonds upon which interest may be guaranteed to be limited to the actual amount of cash invested in construction and equipment of the roads, all payments to be made by the Philippine government to be a lien upon the railroad, subject only to the mortgage or deed of trust given as security for the bonds. It is believed that the system of railways to be established through the above described legislation and subsequent action may be the beginning of very great development of the producing power of the interior of the islands, by offering facilities for the transportation of products easily grown, or produced from the mines and forests, which also promise products of great value. With a proper aid and encouragement to the inter-island river steamship traffic and the construction of railways to the interior of the islands will come a further development of wagon roads, by which the products may be transported to the railways and rivers. This is being accomplished in some cases by direct appropriations by the Philippine government and in others by appropriations by the municipalities and local governments in the various parts of the islands.

The entire railway system of the islands amounted prior to American occupation to about 200 miles of road, all located in the island of Luzon, of which Manila is the chief city. It is now to be greatly enlarged by the construction of about 700 miles of new railway, for which concessions have been recently awarded by the United States and Philippine governments under the authority above cited.

Advertisements were issued in Washington in June, 1905, for bids for the construction of railways under the legislation above noted, chiefly in the great island of Luzon, which lies at the northern end of the Philippine group, and in the Visayan Islands, which occupy the center of the Philippine group and are large producers of sugar, hemp, and cocoanuts. As a result of these advertisements a syndicate, consisting of William Solomon & Co., bankers; Cornelius Vanderbilt, and J. G. White & Co., of New York; Charles M. Swift, of Detroit; H. R. Wilson; Heidelberg-Ickelheimer & Co., of New York, and the International Banking Corporation have agreed to construct about 250 miles of road in the Visayan Islands, the gauge to be 3 feet 6 inches, construction to be first class and under government supervision, the first 100 miles to be completed within one and one-half years and thereafter at the rate of 100 miles per annum until the entire line of approximately 250 miles is completed. The franchise is perpetual and freight rates are subject to determination as provided by law. Surveys are already well in operation, and it is expected that the work of construction will begin soon.

A concession for the construction of another system of roads to be built in the island of Luzon in conjunction with the existing railway in that island was granted to Speyer & Co., of New York, by which about 450 miles of new road is to be constructed and brought into conjunction with the existing road. This will give railway transportation from Manila both north and south into the most productive sections of the great island of Luzon. No guaranty was asked by Speyer & Co. on any of this construction. The com-

pany is given twelve months to complete its surveys and thereafter two years in which to complete the first 150 miles, and agrees to complete 75 miles each year thereafter. The gauge is to be 3 feet 6 inches, the quality of construction and material up to first-rate modern standards, with due regard to local conditions. Much of this road is to be in the form of short branches from the existing lines.

These roads, for which concessions have been already granted, will give to the Philippine Islands, in conjunction with the roads already existing, nearly 1,000 miles of railway, and the fact that more than one-half of these new lines are now proposed to be built without requiring any guaranty from the Philippine government suggests that it may be able to extend a guaranty to additional lines in the near future without exceeding the limit fixed by which the Philippine government was authorized to guarantee bonds whose annual interest may reach, but not exceed, \$1,200,000 per annum.

Regarding railways, the Secretary of War in his annual report for the year 1906 has the following:

In June and July last, with your approval and that of the War Department, concessionary grants were made by the Philippine government, one to the Philippine Railway Company, a corporation of the State of Connecticut, as assignee of J. G. White & Co., for railways in the Visayan Islands, aggregating 300 miles in length, and the other to the Manila Railroad Company, a corporation of New Jersey, as assignee of Speyer & Co., for railways in the island of Luzon, aggregating 425 miles of new construction and 200 miles of road now in operation.

The former of these grants—that to the Philippine Railway Company—involved the guaranty by the Philippine government, under the act of February, 1905, of the payment of 4 per cent interest, for thirty years, upon 95 per cent of the ascertained cost of the railways to be constructed. The grant to the Manila Railroad Company for construction, maintenance, and operation of railways in Luzon, aggregating 425 miles of new construction and 200 miles of existing road, was without guaranty by the government, but involved a change in the Spanish concession for 120 miles of railway and a release and waiver by the company owning the existing railway of all claims against the United States. Anyone familiar with the conditions in the Philippines must be aware that no real prosperity can come to those islands and no substantial improvement be made in the welfare, education, and uplifting of the people until the means of intercommunication between the islands and between the various towns in each island shall be greatly increased.

The most important step that can be taken in this way is the construction of railroads, for they not only in themselves furnish most important intercommunication and transportation, but they also make possible, and indeed bring about, the construction of wagon roads. The islands are peculiar in not having good harbors. In each island those living on the coast have to travel far to a good harbor to embark themselves or their agricultural products. Railways connecting the harbors with the coast and interior towns are much needed. The conditions in the Philippines with respect to railroads have been deplorable. Until 1892 there was no commercial railroad in the islands.

At that time, under a grant made in 1887, the Manila and Dagupan Railroad, extending from Manila to Dagupan, 120 miles, through the valley of north Luzon, began operations. In August, 1898, when we took possession of the Philippines, this was the only railroad in an archipelago inhabited by nearly 8,000,000 people and with an area of 115,000 square miles. When it is considered that in Algeria, with a population of not exceeding 5,000,000 and an area of 184,000 square miles, there are about 2,000 miles of railway under operation; that in New Zealand, with a population of 850,000 and an area of 104,000 square miles, there are 2,400 miles of railway in operation; that in Queensland, with a population of 500,000 and an area of 664,000 square miles, there are 2,800 miles in operation; that in Tasmania, with 172,000 inhabitants and 26,000 square miles, there are 120 miles in operation, it will be understood what a lack of progress there has been in the Philippines under the Spanish régime. The English company which owns the Manila and Dagupan Railroad was given a franchise to construct branch lines in December of 1902—one from the main line to Cabanatuan, 55 miles in length, and one to Antipolo, 25 miles in length. These and two other short branches have now been constructed and increase the existing mileage to about 200 miles. The new grants will bring the mileage in the whole archipelago up to between 900 and 1,000 miles. The history of the English franchise and the character of the new franchises, the methods by which they have been awarded, and

their terms and effect, I discussed in a report made to you in June last. The syndicates to whom these concessions were granted were composed of men of the highest financial standing, with respect to whose good faith and ability to comply with the terms of the franchise and construct the railways there can be no doubt. Considering the hesitation with which American capital goes into the Philippine Islands, I think the result is cause for congratulation. I have no doubt that with the construction of these railways, if the investment shall prove to be profitable, as I hope it may, the extension of the railway in every direction will be only a matter of time. They will greatly increase the exportation of hemp and cocoanut and other agricultural products of the island, and will encourage the production of rice to a point where the amount raised in the islands will easily supply the demand for it, and no importation of rice will thereafter be necessary.

I am glad to be able to say that an arrangement has been made by which the government has been relieved from the necessity for maintaining means of communication between many of the islands by a line of steamers, and private capital has been induced, with a prospect of subsidy, to carry the mails and maintain regular communication along prescribed lines with approved accommodations upon their ships.

REGULATION OF SHIPPING.

Regarding shipping, the report of the chief of the Bureau of Insular Affairs, War Department, for 1906, has the following:

One of the specific recommendations submitted by the Philippine Commission in its report for the year 1905 was that the act of April 15, 1904, providing regulations for shipping, be repealed, or that the operation of sections 1 and 2 thereof, governing the transportation of persons and merchandise after July 1, 1906, be suspended until July 1, 1909. At the time of the enactment of the original act it was hoped that by July 1, 1906, the American ship-owners would have ample facilities to care for the shipping between the United States and the Philippines; but it became manifest that this could not be done. There are not enough ships of American registry plying between the United States and the countries of the far Orient to accommodate the Philippine trade, which is itself insufficient to justify the establishment of lines for its special accommodation. It was equally to the interest of the American exporter and the Philippine consumer that the date on which this legislation was to become effective should at least be postponed, and the recommendation of the Commission was earnestly indorsed by all parties in interest. In consequence, by an act of April 30, 1906, the date upon which the coastwise laws should go into operation was postponed from July 1, 1906, to April 11, 1909. This date was decided upon, as it is the date the special commercial privileges granted by the treaty of Paris to Spain will expire.

In the foreign trade of the islands the British flag continues to lead all competitors, handling on the basis of value about 60 per cent of imports and 75 per cent of exports. The Spanish flag has second rank in both incoming and outgoing freights in consequence of the regular service furnished by the Spanish mail steamship line plying between Liverpool and the Philippines. The German flag is third, while American vessels are in the fourth rank, carrying about 9 per cent of the total imports and a smaller percentage of the exports.

Just to what extent the distribution of the carrying trade of the islands by flags will be affected by the recent abolition of tonnage dues is unknown. The tendency of these port charges has been to make Manila a branch-line station to the grand-junction supremacy of Hongkong in the Orient and to foster communication with the outside world through this port. With free entry established at Manila for all comers, whether with large tonnage or small cargoes, direct shipments may be expected to increase. With a harbor and port equipment, the finest in the Orient, nearing completion at Manila, this legislation, which opens the Philippines freely to the main lines of ocean communication, bids fair to be followed by important carrying-trade readjustments as well as much improved shipping facilities.

In view of the small percentage of the United States trade with the islands carried in American vessels the further suspension of the United States coastwise laws until 1909, that otherwise under the terms of the Frye bill would have become operative in July, 1906, may be considered fortunate, especially for the American export trade to the islands. Whatever benefits might have accrued to American shipping through increased freights, there was well-grounded fear of a serious discouragement to trade between the United States and the islands and a prejudicial effect on American exports exposed to the competition of countries enjoying lower freight rates.

LAND.

The quantity of land available for an enlargement of agricultural and mineral production is very great. The secretary of the interior for the Philippine Islands in his report for 1905 states that but 3,209,000 acres of land in the islands are counted as under cultivation, while there are some 30 million acres of land other than forest land, and that much of the 42 million acres of forest land has a rich soil and may advantageously be cleared and cultivated. From this it would appear that but an extremely small percentage of the land in the Philippine Islands available for agriculture is at present cultivated, and as most of that now devoted to agriculture is cultivated by the most primitive methods there seems no doubt that the possibilities of agricultural production are many times those of to-day, and that the agricultural products available for commerce and exportation should and readily could be multiplied tenfold.

The Philippine secretary of the interior, in his last annual report, says:

The restrictions imposed by act of Congress upon the amount of land which may be purchased are preventing sales. Unquestionably the most harmful of these restrictions is the one which limits the amount of land which an individual may purchase to 16 hectares, or about 40 acres. It has been abundantly demonstrated that there is but one way in which the inhabitants of the Philippines can be taught modern methods, namely, by the force of example. What is needed more than anything else is a number of farms scattered throughout the islands upon which such methods are employed. Many Americans would be glad to buy such farms, but under existing provisions of law are absolutely debarred from purchasing land enough to make it practicable to do so. Cocoanut raising should become a very important industry in these islands, but it takes trees from six to seven years to come into bearing, and but 75 trees at the outside should be planted to the acre. The average return under favorable circumstances may be estimated at 1 peso (50 cents) per tree per year, so that the owner of a 40-acre cocoanut plantation must look forward to a wait of six years without income from his trees, and must then content himself with an annual maximum income of \$1,500 gold, from which the expenses of operating his plantation would have to be paid. In a similar way it may be readily shown that the 40-acre limitation absolutely prohibits the establishment of sugar, coffee, hemp, rice, and cocoanut plantations. In fact, I know of no tropical crop which can be raised on 40 acres of land which would justify an American in purchasing such a tract and settling upon it. The amount of public land which an individual may purchase should be increased to at least 1,000 acres. There can be no doubt that the prosperity of the country could be further greatly increased if the restrictions upon the amount of land which might be owned or controlled by a corporation were made less severe. Repeated recommendations have been made in the past that the amount of land which a corporation may hold be increased to 25,000 acres. I believe that no harm would result from such a provision, and that 10,000 acres is the minimum amount upon which a corporation could well afford to establish an up-to-date plantation, equipped with modern mills, machinery, and implements.

That land is still available in large quantities and at low prices is shown by the fact that Hon. José R. de Luzuriaga, of the Philippine Commission, in a statement about sugar-producing opportunities in the Philippine Islands, prepared for the United States census, says that "prices of available land vary according to quality and location from \$2 to \$2.50 Mexican currency per hectare." As the hectare is approximately 2½ acres and \$2.50 in Mexican currency is equivalent to \$1.24 in United States currency, it would appear that the prices for sugar lands are extremely low. Large areas are entirely unoccupied, and in many cases quite available for home-stead or sale by the Government, while in other cases much land nominally owned by individuals is uncultivated.

The small proportion of land in the Philippines actually occupied and cultivated is due, in some degree, at least, to the habit which prevails among the people generally of living in villages or towns. In all parts of the islands the people engaged in agriculture live chiefly in villages and content themselves by cultivating but an acre, or at the most, a few acres of land; and as a consequence,

there are considerable areas between these various plantations uncultivated and undeveloped, while in other parts of the islands there are areas undeveloped because of absence of population.

The people of the Philippines are extremely gregarious. The isolated farmhouse, so familiar in rural sections throughout the United States, is practically unknown in these islands, whose inhabitants almost universally live in village communities and largely subsist on such products of the soil as can be cultivated or gathered from wild growths in the immediate vicinity of their dwelling places. The custom of living in villages is not due alone to the social, company-loving disposition of the people. It was rendered necessary by the ladronism and the raids of Moros that prevailed throughout the islands for centuries. The piratical Moros in earlier times raided the islands as far north as northern Luzon, until, half a century ago, Spain put a stop to it. These, with the marauding bands of ladrones that have infested the most productive portions of the archipelago, rendered farm life in the American sense impracticable, and forced the people to live in more or less closely settled communities for the purpose of protection and defense against the incursions of the robbers. This has been one of the greatest obstacles in the way of agricultural development, and is in a large degree the cause of the numerous small land holdings. Another reason is the great productiveness of the soil and the variety of the crops that can be raised on a small piece of land.

The spaces of land between their villages are, as a rule, unpopulated, and these intervening tracts, frequently of great extent, are almost wholly uncultivated and practically unused, except in a limited way for grazing purposes, or in the utilization of such wild growths of fruits, vegetables, or fiber plants as they produce. The average size of all farms in the Philippines is only $8\frac{1}{2}$ acres. In the United States the average size of all farms is shown by the census of 1900 to have been 146.6 acres, making a ratio as to size of about 17 to 1.

Two other requirements for the development of the islands agriculturally are urged as absolutely necessary. One of these is an increase in the number of acres which may be held by individuals, corporations, or associations of persons for agricultural purposes. The existing law limits a single homestead entry to 16 hectares, or about 40 acres, and the amount of land which may be acquired by any corporation or association of persons to 1,024 hectares, or about 2,500 acres. This limitation, especially as to the area which may be owned by a corporation or association of persons, is believed to be a serious obstacle to the development of the production of great staples in the islands, especially sugar and tobacco. Sugar can not be successfully produced under present conditions, except by the investment of large sums of money for machinery for its manufacture from the cane, and this necessitates the assurance of large supplies of cane to be grown and transported to the centrales under conditions which may be relied upon by those investing their capital and operating the manufacturing machinery; and it is by reason of this fact that an increase in the amount of land which may be held by a corporation or association of persons is urged as an absolute necessity to the development of the producing power of the islands in this and other great industries upon which they must rely for development.

AGRICULTURAL PRODUCTS.

VEGETABLE FIBERS.

Manila hemp.—The most important product of the islands at present is the fiber produced by the plant *Musa textiles*, known throughout the civilized world as manila hemp. It is not a hemp in the ordinary acceptance of the term, as the fiber is produced from the leaf of a large plant similar in appearance to the banana plant or tree, while in most cases hemp is the fiber extracted from the inner bark of the stem of a plant. Manila hemp, or "abacá," as it is termed, is apparently a strictly Philippine product, and holds a high rank, perhaps the highest rank, among the fibers of the world

for manufacturing purposes. It has never been successfully grown elsewhere. The Philippine Islands have thus apparently a monopoly of the production of the most important, or at least one of the most important, of the fiber plants of the world. Abacá has been introduced from the Philippines into India, Borneo, the West India islands, and elsewhere, but without success up to this time, and this failure to produce it elsewhere adds to the importance of the industry in the Philippines and to its probable great development. The opportunities for increasing its production in the Philippines are, according to Mr. H. T. Edwards, fiber expert of the Philippine bureau of agriculture, almost unlimited. He says:

Enormous areas of good abacá land are as yet untouched, while the greater part of the land already under cultivation might yield a greatly increased product if more careful attention were given to the various details of cultivation. The introduction of irrigation will make possible the planting of abacá in many districts where it is now unknown. The perfection of a machine for the extraction of the fiber will increase the entire output by nearly one-third, as this amount is now lost by the wasteful hand-stripping process.

In each successive step, from the first selection of the land to the final treatment of the fiber, the progressive planter should have as his ultimate object the production of a given area of a maximum quantity of superior fiber at a minimum cost. With the industry established and conducted on this basis, abacá will continue to hold its place as the first product of the islands.

The production of hemp has grown rapidly in recent years, the exportation having been in 1880 but 50,696 tons; in 1890, 50,530 tons; in 1900, 89,259 tons; and in 1905, 128,474 tons; while the value of hemp exported from the islands has grown from \$4,931,882 in 1880 and \$7,494,195 in 1890 to \$13,300,841 in 1900 and \$21,781,803 in 1905, forming in that year 65 per cent of the total value of merchandise exported from the islands. With the adaptation of machinery to the preparation of hemp for marketing, to take the place of the hand labor by which this is now performed, the area cultivated will doubtless greatly increase, and as the world is constantly demanding all of the hemp which the islands can at present offer there is reason to believe that this industry may be greatly developed and the exports of this article may alone amount to a hundred million dollars in value.

Sisal.—Another plant of the hemp family which is likely to become an important factor in the wealth production of the Philippines is maguey, or sisal. Sisal ranks next to manila hemp among the coarse and strong fibers necessary for the manufacture of ropes, binding twine, and other work of this character. The plant grows upon a sandy or rocky soil and with small supplies of moisture, and therefore utilizes an area of little value for other purposes. So important has it become in the manufacturing industries of the world that its importation into the United States has grown from $3\frac{1}{2}$ million dollars in 1896 to $15\frac{1}{2}$ millions in 1906. At present practically all of the sisal imported into the United States is brought from Mexico, which is the chief producer at present of the henequen plant, which is so closely allied to the maguey plant that their products are said to be of about equal value. The production of sisal hemp has within a comparatively recent period made Yucatan one of the richest States in the Republic of Mexico, and the experiments which have been made with the production of maguey in the Philippines seem to justify the belief that it may become of as great importance in those islands as henequen has in Mexico. While the plant was introduced many years ago, probably from Mexico, it is only during the last few years that planters in the Philippine Islands have given attention to its production and development, and therefore only recently that its value as a fiber plant and prospective value to the commerce of the Philippines have been realized. The machinery used for fiber extraction in the sisal regions of Mexico applies, it is said, with equal satisfaction to the maguey plant in the Philippines. The plant, according to Mr. Edwards, is now found in nearly all parts of the archipelago and, in his opinion, "offers inducements to the small farmer and to the planter with large estates. While the future price of fiber, as of any other agri-

cultural product, can not be predicted with any degree of certainty, this fiber is a staple commodity, the use of which promises to increase quite as rapidly as does its production. The growth of the maguey industry in the Philippine Islands during the past four years indicates that it will at no distant date become one of the important agricultural products of the islands." There is good reason to believe that the heniquen or maguey plant may be successfully grown not only in the Philippine Islands but in Hawaii and Porto Rico, and upon lands now considered of little value for other purposes, and in most cases so located that transportation from the plantation to market can be had almost entirely by water. These conditions seem to offer opportunities for the production in our own islands of the large quantities of sisal now imported from foreign countries at a cost of 15 million dollars per annum, an importation which is growing so rapidly as to suggest that the total market offered to our islands may reach a much larger sum within a comparatively short time, while the demand in other countries is proportionately as great as in the United States. Certainly there seems good reason to assert that the fiber industries of the Philippine Islands may, if properly developed and cared for, find markets for a hundred million dollars a year for their products.

Prof. Dean C. Worcester, a member of the Philippine Commission, who has had long experience in the islands, says of the maguey or sisal plant, in a discussion of the prospective importance of that fiber in the Philippine Islands:

This valuable plant, from different varieties of which are derived commercial fibers variously known as maguey, heniquen, and sisal, is a native of desert regions, and when once established is not injured by the severest droughts ever experienced in the Philippine Islands, the only effect of such long-continued periods of dry weather as occur here being to increase the percentage of fiber which the leaves contain.

* Maguey has a further advantage over abacá in that it can not be blown down or uprooted by violent winds. It has no known insect enemies of importance. In very exceptional instances plants may be observed with some of their leaves perforated by the great beetle which often attacks the trunks and leaves of growing cocoanut trees, but the plants are so rarely attacked by this insect that the damage caused is of insignificant importance.

Another great advantage incident to maguey culture is that it may be grown upon soil so sandy and poor that it is absolutely worthless for the production of any other valuable crop. The plants grow well even in fissures in bare limestone rock, and the ideal maguey soil is a light loam composed of leaf mold and decomposed limestone. If fragments of undecomposed limestone are present in abundance, so much the better. I have seen splendidly developed maguey plants growing in pure beach sand on the coast of Mindoro and Tablas.

The cultivation of the soil before planting it with maguey is not necessary. It suffices to clear away the brush and grass with the bolo, and after planting to repeat this operation two or three times a year.

In many parts of the Philippines conditions are ideal for maguey production. While the plants will, without suffering severely, stand periods of drought longer than any which have ever occurred in these islands, they reach their best development if watered by occasional periods of rain. Our rainy season not only renders it certain that young plants newly set out will speedily and firmly establish themselves, but assures the production by old plants of large crops of long leaves, while the occurrence of a well-marked dry season renders it equally certain that these leaves will produce a good percentage of high-grade fiber.

Anyone familiar with local conditions in the islands will certainly realize that Cebu, Siquijor, and Bohol offer ideal conditions for maguey cultivation. Cebu has a thick cap of limestone rock extending over the greater part of the island. In some places this limestone cap is left entirely exposed, but as a rule it is covered by a thin layer of soil composed of leaf mold and decomposed limestone. Conditions in Bohol are very similar to those in Cebu. Siquijor is one solid mass of limestone so recently upheaved from below the sea that comparatively little soil has yet been formed.

Labor conditions in these islands are very favorable to the establishment of the maguey industry. Siquijor has 434 inhabitants to the square mile, Cebu 336, and Bohol 169, while the average density of population for the islands is but 67 to the square mile. The people of Cebu and Bohol are especially noted for their industry, while the inhabitants of all three islands are naturally orderly and law-abiding.

It should not, however, be imagined that the area in which maguey culture can be successfully carried on is limited to two or three provinces. With the exception of Benguet, Lapanto-Bontoc, Nueva Vizcaya, Tarlac, and Nueva Ecija, every province in the Philippine Islands has a more or less extensive coast line. The sandy soil usually to be found along or near the seashore produces excellent maguey, while in the great interior plains of Cagayan and Isabela there are enormous areas admirably adapted to the growing of this valuable fiber plant. Every one of the important abaca-producing provinces might grow maguey as well and its inhabitants would thus be insured against the danger of finding themselves left without resources during periods of long continued drought or after violent typhoons.

The returns from maguey culture are good as well as certain. The production of sisal has within a comparatively few years made Yucatan one of the richest States in the Republic of Mexico.

The demand for this fiber in the United States, where it is used for the manufacture of reaper twine, is constantly increasing. The imports in 1894 were valued at \$3,742,073 gold, while in 1904 they had increased to \$15,935,555 gold, an increase of 325 per cent in ten years.

The annual yield of fiber per acre in Yucatan and Hawaii seems to be about 1,000 pounds.

Jute.—Another fiber of which the importations into the United States are large is jute, the total value of its importations ranging from 2 million dollars in 1896 to 6½ millions in 1906. Whether this plant can be successfully produced in the Philippines or other of our own islands is uncertain. Experiments which have been made in the Philippines have not thus far proved satisfactory, and the world is at present chiefly dependent upon India for jute.

A table showing the quantity and value of hemp exported from the Philippine Islands by years from 1854 to 1905, and the percentage which hemp formed of the total exports in each year named will be found on page 30.

SUGAR.

Sugar is perhaps the next important article after hemp in the production, present and prospective, of the islands. The exportation of copra, the dried meat of the cocoanut, has in recent years nearly equaled and in some cases exceeded that of sugar, but the enormous and permanent demand of the world for sugar, contrasted with the limited areas now producing that article, suggests that any natural sugar-producing area, if properly supplied with capital, labor, and transportation facilities, may be assured of permanent and constantly expanding markets. The world's consumption of sugar has grown from less than 3 million tons in 1875 to 4½ millions in 1885, over 8 millions in 1895, and 12 millions in 1905. The money sent out of the United States in the purchase of sugar required in excess of the products of our own farms and plantations has grown from 31 million dollars in 1860 to 57 millions in 1870, 80 millions in 1880, 96 millions in 1890, 100 millions in 1900, and 144 millions in 1905, including in these latter figures the sugar brought from Porto Rico and the Hawaiian Islands and amounting to 46 million dollars in value.

The production of sugar in the Philippine Islands has never at its very highest figure exceeded 350,000 tons, nor is the present production for export more than 100,000 tons annually. The United States demands annually 2 million tons and the whole world demands over 12 millions. The possibilities of production are considered far in excess of that at the present time, and there is good reason to believe that the sugar exports of the Philippines, which in 1905 were but 5 million dollars in value, may reach several times that figure with the introduction of modern machinery for production, the enlargement of the area which sugar-producing estates may control, and the bringing into cultivation of large sugar areas not now utilized. The machinery at present used for extracting the juice from the cane is reported by those who have had opportunity to examine it as in practically all cases of an extremely primitive character, not only losing large quantities of the juice and consequently of the sugar, but requiring the use of expensive fuel for the reduction of the juice to sugar; while in the cane-sugar islands and countries where modern methods are adopted the entire fuel supply is obtained from the bagasse or stalk of the cane from which the moisture is so completely

extracted in its passage between the rollers that it is immediately available for fuel. In Porto Rico, in Cuba, and in Hawaii the stalks of the cane after leaving the rollers supply sufficient fuel for the entire work of evaporating the juice and turning it into sugar.

Hon. José de Luzuriaga, of the Philippine Commission, in a chapter on sugar production in the Philippines, prepared for the Census, says:

After the period of progress in the cultivation of sugar cane in the Philippines, which reached its greatest development in 1893, had passed, a decline set in which continued until 1895, followed by a depression from which the industry has been unable to recover. This depression is due to the vicissitudes agriculture has experienced, caused, first, by the competition of beet sugar; second, by the growth of hemp and cocoanut plantations, which have taken away considerable numbers of laborers from sugar estates; third, to the continual fluctuations in the price of sugar; and, last, to the war, the rinderpest, the cholera, miasmatic fevers, famine, and the locusts, which brought ruin to many plantations and a complete depression in the cultivation of the cane in nearly all of the sugar-producing provinces. In the period prior to 1893, under the auspices of peace, and when backed by the financial help extended by houses which lent money and furnished machinery on the crops, the cultivation of cane made rapid progress during a period of not quite thirty years. If the sugar industry has fallen into decay after reaching a high degree of prosperity in these islands, it is undoubtedly because of the overwhelming misfortunes which the planter is unable to withstand, in view of the fact that there are no banking or loan institutions here to which he can turn for relief.

While the quantity of sugar produced in the Philippine Islands has never been sufficient to permit the exportation of more than 753 million pounds at the highest and 239 million pounds in 1905, it is believed that the production may be considerably increased both by the application of modern methods to the lands now cultivated, and by bringing under cultivation large quantities of additional available land. Even if this were done, however, it seems scarcely probable that the production would be sufficient to supply any considerable share of the demand of the United States for sugars of foreign production, since the entire quantity of sugar exported from the Philippine Islands to all parts of the world in 1905 only equaled 6 per cent of that brought into the United States from foreign countries, not including in this figure the quantity brought from Hawaii and Porto Rico, and the quantity exported from the Philippines in the year of their highest exportations was less than one-fifth of that brought from foreign countries to the United States in the fiscal year 1906. The total value of sugar exported from the Philippine Islands to all parts of the world in 1905 was but about 3 per cent of the value of sugar brought into the United States from foreign countries in that year.

A table on page 31 shows the quantity of sugar exported from the Philippine Islands from 1854 to 1906 and the share which sugar formed of the total value of the exports in each year named. It will be noted that in the period from 1860 to 1890 the share which sugar formed of the total exportation ranged from 25 to 50 per cent and in two or three years exceeded 50 per cent of the total exports; while in the period since 1900 it has formed only from 10 to 15 per cent of the total exports, and the quantity exported has fallen from about 700 million pounds in 1895 to 239 million pounds in 1905.

TOBACCO.

Tobacco is classed by the recent census of the Philippines as the third agricultural product of the islands in point of commercial importance. Originally introduced from America into the Philippine Islands by Spanish missionaries in the latter part of the sixteenth century, its cultivation has extended throughout the group of islands, but is especially grown in the northern part of the most northerly island, Luzon. The consumption among the inhabitants of the Philippine Islands is large, and as a consequence the quantity available for exportation is comparatively small, having at no time in the last thirty years reached as much as \$3,000,000 in value, while in many years the total value of leaf and manufactured tobacco exported was less than \$2,000,000. Most of this article

exported goes in the natural form, the total value of leaf tobacco sent out of the islands in 1905 being \$1,367,212, of cigars, \$892,561, and of cigarettes, \$14,250. Of the leaf tobacco exported, \$866,756 in value went to Spain and \$386,469 to Austria-Hungary, while none was sent to the United States. Of the \$892,561 worth of cigars exported, \$316,680 went to Hongkong, \$106,401 to China, \$129,529 to British India, \$95,015 to Australia, \$81,505 to the United Kingdom, \$27,381 to Spain, \$22,846 to France, and \$14,114 to the United States.

While the area of land available for the cultivation of tobacco is much greater than that now utilized for that purpose, the greatest interest in the development of that industry, from the standpoint of the United States at least, lies in the possibility of production in the Philippine Islands of wrapper tobacco of the character now imported from Sumatra, which lies at a comparatively short distance from the Philippines.

A table on page 31 shows the quantity and value of tobacco exported from the Philippine Islands from 1854 to 1905.

THE COCOANUT AND ITS PRODUCTS.

The cocoanut and its products now form a considerable and rapidly increasing percentage of the exports from the Philippine Islands. Copra, or the dried meat of the cocoanut, now ranks third in the total exports of the islands. Prior to 1890 the value of this article exported was very small, having on only two occasions exceeded 100 thousand dollars. In 1892, however, the value was three-quarters of a million dollars; in 1894, over 1 million; in 1905 it was \$3,244,703, and in the fiscal year 1906, \$4,043,115. This large growth in the exportation of copra is due to the developments of recent years, by which the nuts may be readily transported in a dried or desiccated state to those countries which have facilities for utilizing the oil for manufacturing purposes. From it cocoanut oil and cocoa butter are manufactured, and the residuum, after expression of the oil, is an excellent food for stock, with many of the nutritive properties of cotton-seed oil cake. It is largely utilized in European countries for manufacturing, and of the 3½ million dollars' worth of copra sent out of the Philippine Islands in 1905, over 2 million dollars' worth went to France, three-fourths of a million dollars' worth to Spain, a quarter of a million dollars' worth to Germany, over 100 thousand dollars worth to India, and 82 thousand dollars' worth to the United Kingdom, while but 8 thousand dollars' worth was sent to the United States. The Philippine Census, discussing this industry, says that copra, while ranking fourth in value of exported commodities, is a comparatively new product and bids fair to become of much greater relative importance in the commerce of the Philippines than at present. Formerly the dried meat of the cocoanut was not exported, but the nuts themselves were shipped in limited quantities, and owing to the lack of detail and faulty classification the share which copra formed of the total exports of cocoanuts can not be determined prior to American occupation, as no distinction was, under Spanish rule, made in the custom-house records between exports of the nuts and of the dried meat. In no year prior to 1894 did the exports of cocoanuts and copra combined reach 1 million dollars in value.

The Philippine Islands are especially adapted to the production of cocoanuts, and with the recent development of science by which it is so much used for foodstuffs and in manufactures, its importance as an element of industry and commerce in the islands assumes new proportions and promises to develop very greatly as a producer of wealth and as a factor in the commerce of the islands. Mr. William S. Lyon, of the Philippine bureau of agriculture, in charge of the division of plant industry in the Philippine Islands, in a recently published discussion of this subject, says that chemical science has within the past decade produced from the cocoanut a series of food products whose manufacture has revolutionized industry and placed the business of the manufacturer and producer upon a plane of prosperity never before enjoyed. Until recent years the demand

for the meat of the cocoanut or its products was limited to the uses of soap boilers and confectioners, but now its use has greatly extended. The conversion of cocoanut oil into dietetic compounds was undertaken in France in 1900, and now a large number of factories in France, Germany, Spain, England, and other European countries are turning out large quantities of "vegetaline," "cocoaline," and other products with suggestive names which are utilized by the thrifty Hollandish and Danish merchants in production of an imitation butter which is shipped by them to all parts of the civilized world. It was necessary to disguise the earlier products by subjecting them to trituration with milk or cream, but so perfect is the present emulsion that the plain and unadulterated fats produced in these European factories from the copra shipped from the Philippines and other tropical islands now find a ready market as butter, and these "butters" have so far found their readiest sale in the Tropics. The significance of these great discoveries to the cocoanut planter, says Mr. Lyon, can not be overestimated, for to none of these purely vegetable fats do the prejudices attach that so long and seriously have handicapped those derived from animal margarin or margarin in combination with stearic acid, while the low-fusion point of pure dairy butters necessarily prohibits their use in the Tropics, outside of points equipped with refrigerating plants. The field, therefore, is practically without competition, and the question will no longer be that of finding a market, but of procuring the millions of tons of copra or oil that this one industry will annually absorb in the immediate future.

In view of the increasing demand for cocoanut products the industry, when prosecuted upon a considerable scale, promises, in the opinion of Mr. Lyon, to be for many years one of the most profitable and desirable enterprises which command the attention of the Philippine planter, while the area available for production of cocoanuts is very large and many times that now actually utilized.

Tables on page 32 show the quantity and value of copra and cocoanuts and of cocoanut oil exported from the Philippine Islands from 1854 to 1905.

COFFEE.

Coffee is at present an inconsiderable item in the export trade of the Philippine Islands, or, indeed, of their production. Prior to 1890 it was an important and remunerative product of certain provinces and constituted a source of considerable wealth in the sections in which it was cultivated. In 1890 coffee ranked fourth in order of magnitude in the export trade of the islands, and did not fall below tobacco in the value of its exports, having been in 1890 7.4 per cent and in 1889 7.1 per cent of the total exports of the islands. Subsequent to 1890, however, the devastation of the coffee plantations by insects and disease caused a rapid diminution in the quantity produced and exported, but there is reason to believe that the same energy and scientific methods applied by the Dutch in Java to the protection of their coffee from insects and disease and a reestablishment of their coffee area might bring about a large coffee production in the Philippine Islands. The quality of the coffee of the Philippines is stated as especially fine, comparing favorably with that of the comparatively near-by island of Java. Coffee was brought to the islands by Spanish missionaries during the latter part of the eighteenth century, and its systematic cultivation commenced early in the nineteenth century.

The possibility of the reestablishment of this industry in the Philippines is discussed by the Manila Daily Bulletin in its special annual edition of August 5, 1906, in which it says that natural conditions in the Philippine Islands for growing coffee are perfect and unexcelled elsewhere in the world, and notwithstanding the collapse of the islands as coffee producers, the fault is not that of the country but of those engaged in production. Java was, until 1880, it says, the second largest coffee-producing region of the world; then came the same disease as that which a little later swept the coffee plantations of the Philippines as if by fire, and at a single blow struck the production of Java coffee from a surplus of 165 mil-

lion pounds to barely enough for home consumption. The Dutch planters, interested in the maintenance of their plantations, brought scientific and careful treatment to bear upon the existing conditions of blight by insects and disease, and have so far reestablished their coffee industry that it now reaches an annual output of nearly 40 million pounds and commands the highest prices in the markets of the world. The Dutch producers of coffee in Java solved the problem by planting disease-resisting varieties of coffee, and have largely effected the restoration of their industry without recourse to other and more difficult and serious attempts to hold in check the disease by application of sprays or other methods of this character. Similar methods applied in the Philippines would, it is believed, result in the reestablishment of the coffee industry, while the large area known to be available for successful coffee growing suggests that the Philippine Islands may, with proper attention, be able to produce a considerable share of the 75 to 80 million dollars' worth of coffee imported into the United States each year.

A table on page 32 shows the quantity and value of coffee exported from the Philippine Islands from 1854 to 1905.

CACAO.

Cacao is another article in which the production and commerce of the Philippine Islands may be largely developed. Cacao cultivation exists in nearly all parts of the archipelago, and with the growing demand in all parts of the world for this product it seems probable that it may become an important wealth producer in the islands and add materially to their commerce. The census of 1903 says that the cultivation of the cacao plant, from the seed of which chocolate is obtained, is carried on in various portions of the islands, and in spite of crude and wasteful methods has proved a highly profitable and promising branch of agriculture. No appreciable commercial surplus of the product has yet been grown, practically the entire output being consumed in the islands; but the perfect adaptability of many sections to its successful cultivation, the superior quality of the chocolate produced from it, and the certainty of generous returns from the industry lead to the belief that this may be a remunerative branch of agriculture, and will hereafter be carried on more extensively and add materially to the value of insular exports. The growing popularity of this article in temperate as well as tropical countries is illustrated by the fact that the value of cacao and chocolate imported into the United States has increased from less than 3 million dollars in 1896 to nearly 10 millions in 1906.

AGRICULTURAL BANKS.

The need of additional capital and capital available for the development of agricultural interests in the Philippines is a subject much discussed in the islands, and various methods have been proposed for accomplishing this object. One which has been recommended by officials and business men is an agricultural bank, to be chartered by the authority of the Government and authorized to loan money on lands or by mortgage upon land or crops, subject, however, to government supervision as to rates of interest to be charged.

Hon. Henry C. Ide, the present head of the Philippine Commission, in his report as secretary of finance and justice, in 1905 urged the importance of the establishment of one or more agricultural banks for the primary purpose of advancing money to agriculturists mainly upon the security of their landed property. "The extreme need of capital for the development of agriculture is," he said, "entirely manifest," since "the people have not the money with which to employ the necessary labor or purchase the essential animals and agricultural machinery," while "abundance of money for these purposes at reasonable rates of interest would be one of the greatest boons." The insular government, he says, has not been in financial condition to enter upon the business of establishing directly such banks, but he calls attention to a scheme which has been worked out in Egypt, constituting a combination of private

enterprises with limited government aid, which, under circumstances somewhat similar to those existing in the Philippine Islands, has proven a great success. The Egyptian government, he says, set apart at the outset a small sum from its own funds for the purpose of making experiments among the people who were thriftless, poverty-stricken, and loaded down by the exactions of usurers. The experiment was tentative and upon a very small scale, beginning in 1896, but the success was demonstrated in limited localities and the work transferred to the Bank of Egypt and capital furnished through that bank. Finally an agricultural bank with this special purpose was established, and the loans carried by the Bank of Egypt were transferred to it. The rate of interest that may be charged to borrowers is restricted to 9 per cent at the most, and under this plan he states that very great relief has been furnished to the landowners of Egypt, the losses to the bank or the government have been very few, and habits of industry largely developed among the natives when they were released from the grasp of the usurers. Mr. Ide expresses the opinion that this system would be of great benefit in the Philippines, and recommends that Congress be asked to authorize the establishment of an agricultural bank by private capital, the principal to be guaranteed by the government of the Philippine Islands and interest at a rate not to exceed 4 per cent per annum, the rate of interest to be charged to borrowers in no case to exceed 10 per cent.

The report of the chief of the Bureau of Insular Affairs has the following on the subject of agricultural banks:

There is pending another measure in both the Senate and House of Representatives on which there has yet been no legislative action and which would be of benefit to all classes of Filipinos. This is the bill providing for the establishment of an agricultural bank. The text of the bill as introduced is as follows:

"That for the purpose of aiding in the establishment and operation of such an agricultural bank in the Philippine Islands as the general government thereof may hereafter specifically authorize, the Philippine government is empowered to guarantee an income of not exceeding four per centum per annum upon cash capital actually invested in such agricultural bank; such guaranty shall be granted by an act of the Philippine Commission."

Heretofore the inhabitants of the islands away from Manila have had no place in which they could secure their savings and no place from which they could borrow on reasonable terms the money necessary in their agricultural or other industries. Where such loans can be obtained at all the borrower is forced to pay from 1 to 10 per cent a month, and there was absolutely no place in which money could be deposited with safety.

One of these conditions is in a fair way of being met by the recent establishment in the islands by the Philippine government, as a part of the postal service, of a postal savings bank. This will immediately enable persons to deposit with the government small sums of money on which they will receive interest of 2½ per cent, to be increased later if the operation of the postal savings bank shows that it can be successfully done without loss to the government.

To meet the second necessity, that of enabling the agriculturist to borrow money at a reasonable rate of interest, the Philippine Commission has recommended the passage of the act above quoted.

The matter of an agricultural bank suitable to the needs of the Philippines has been the subject of earnest study by the Commission for many years. A comprehensive report on this subject has been made by the chief of the currency division of the islands, showing the results which have been obtained by similar institutions in other countries of the Far East, as well as in many European countries, and the legislation which is requested of Congress is simply to authorize the Philippine government to guarantee interest on the capital invested in this bank, with the merest outline of the organization and management of the bank. The Philippine Commission contemplates the passage by the Commission of a very comprehensive act governing the operation and management of this bank and its supervision by the Philippine government.

In the United States, where private banks provide both for the safe deposit of savings and for the procuring of loans on reasonable and proper security, the necessity for both a guaranteed agricultural bank and a postal savings bank in the Philippines may not be apparent; but in the Philippines, where business outside of the city of Manila has been unable to attract private banks for any purpose, the necessity of these institutions to the encouragement of agriculture and to the progress of the people is most urgently felt.

MINING.

The mineral resources of the islands are declared by the recent census of the islands to be of very great importance. Unless all indications are deceptive, it says, the mineral wealth of the Philippine Islands is very great. Coal, equal in steam capacity to the best Japanese coal, is found in several places in the archipelago. Indeed, there are few provinces in which coal has not been found. Many of the prospects, which, on the surface appear almost worthless, may, with depth, develop into a better quality. Gold, also, is very widely distributed, but thus far the veins and placers are poor and can not be worked with profit under present conditions of transportation and labor. Valuable deposits of copper and iron have been discovered, and in years past have been worked to a limited extent. Indications of asphaltum and petroleum have also been discovered, yet the mineral production of the islands was, in 1902, practically nothing.

A report of Dr. G. F. Becker, of the United States Geological Survey, states that coal has been found in a large number of places throughout the islands and is being mined on Batan by the United States for supply of army transports. Analyses, he adds, show that it equals the best Japanese coal, which, it may be added, is the chief reliance of practically all the steamships and war vessels while in the Orient. Samples of coal from the island of Cebu, which have been analyzed, also proved to be little, if any, inferior to the coals of Japan. The report adds:

It is altogether probable that in the near future the Philippine Islands will produce not only enough coal for their own supply, but may furnish coal for a large part of the commerce of the Pacific, a fact of prime importance in determining the course of that commerce. With cheap, good coal, and dock facilities at Manila, the traffic of that port may be vastly increased.

The suggestion of a coal supply at the city of Manila, with its favorable docks and facilities for convenient lading, is especially noteworthy in view of the fact that Japanese coal now utilized by vessels in the west Pacific waters is in most cases taken by hand labor from the lighters which bring it alongside the vessel and consequently occupy much time of the vessels in the coaling operations.

Iron deposits are also reported in various parts of the Philippines and in certain provinces appear to be extensive and rich. The ore in certain sections is hematite and magnetite, principally the latter, and runs from 50 to 63 per cent of metallic iron.

FORESTS.

The forests of the Philippine Islands are stated by the recent census to be of wide extent, embracing a great variety of woods, many of them highly valuable. Woods suitable for the finest cabinet work, for veneering, and for artistic purposes, and also woods adapted to ship or house building and other economic uses are found in great abundance. There are also many gutta percha, india rubber, and other gum-producing trees, dye and medicinal trees and plants, and various growths, all of which promise to add much to the productiveness and commerce of the islands with a development of methods by which they can be transported to the seaboard and thence to various parts of the world where woods of this character are in demand.

The census of the Philippines states:

Summarizing the information at hand, it appears that approximately 70 per cent of the area of the archipelago, or about 80,000 square miles, is forested. The forested area was estimated by Fernando Castro in 1890 at about 48,112,920 acres, or 75,150 square miles. This estimate included all the woodland, public and private, and amounts to 66 per cent of the total area. An official estimate made in 1876 gave an area of about 80,000 square miles.

Little is known concerning the stand of timber per acre. The forestry bureau has made careful examinations at several places in the islands and has measured sample acres containing more than 10,000 cubic feet, or 100,000 board feet, per acre, and its reports large areas of virgin forest, of which the average stand is 7,000 cubic

feet per acre. It is probable, however, that this is much above the average of the wooded area of the islands; still, enough is known to hazard the conjecture that the average stand of timber in the islands may exceed 2,000 cubic feet per acre. If this estimate of average stand is not excessive, the amount of timber in the archipelago is in the neighborhood of 1,000,000 million feet broad measure, or more than double the amount in the States of Oregon and Washington together. The stumpage value of the above timber to the government, at an average of 3 cents gold per cubic foot, is not far from 3 billion dollars, and it is easy to foresee that when the lumber industry reaches any considerable magnitude the receipts from it will form no inconsiderable part of the income of the government.

The islands are well supplied with streams having sufficient volume of water for floating logs. Most of these can be made good driving streams by a little work in the way of removing snags and sand bars. It must be remembered, however, that most of the timber in the Philippines is too heavy to float and that the logs must be buoyed by bamboo poles. It may be discovered when logging operations on a large scale are instituted that logging railways will be more economical than driving the logs in the streams.

Logging is carried on at present on a small scale and with very primitive appliances. The logs are dragged out of the woods by carabaos to the railroad or to the stream, down which they are floated by the aid of bamboo.

Fear was expressed in the early occupation of the archipelago by the Americans that capital might exploit and ruthlessly destroy the forests, regardless of the future. Stringent regulations were adopted with reference to the cutting of trees, including high and almost prohibitive taxes on lumber cut. This stringency has been materially reduced, however, with the purpose of encouraging a reasonable development of the lumber industry and the utilization of the vast quantities of valuable woods now going to waste through natural growth and passage to maturity and decay of the forests. The forestry bureau is inviting lumbermen with capital, the Filipino Chamber of Commerce is advertising the lumber resources of the islands in order to attract capital, and the new system of railways will offer opportunities for the transportation of this important article of commerce, for which the demand of the commercial world is continually and rapidly increasing. Most of the commercial woods of the Philippines are hard woods, except certain pine forests on the east and west coasts of the great island of Luzon, the most northerly of the group, and the huge calantas, or Philippine cedars, found throughout the islands. The hard woods are of such dense character and close texture that most of them, even when dried, sink in salt water, and the mahoganies, ebonies, and other furniture woods are of great value and found in almost unlimited quantities.

INDIA RUBBER.

The possibilities and probabilities that india rubber may be successfully produced in the Philippine Islands are especially interesting to the people of the United States, the largest rubber-consuming country of the world. India rubber and gutta-percha plants and trees are found in various parts of the islands in sufficient numbers to justify the belief that rubber cultivation may prove successful. Experiments made in establishing rubber plantations in Java, the Straits Settlements, and Ceylon have been so successful as to justify the belief that the rubber production of the world will, in the not distant future, come largely from cultivated trees instead of from the natural rubber forests, as at present. Indications seem to justify the belief that the Philippine Islands are capable of producing large quantities of this article. Data collected by Director Ahern and by Philippine botanists and collectors show that the climate, soil, and other conditions of the islands are favorable to rubber and gutta-percha, while government nurseries have been already established in the islands for the distribution of rubber plants for the use of rubber plantations. The three great rubber-producing sections of the world at the present time are: (1) The Amazon Valley in South America; (2) the East Indies, including British India, Ceylon, Burma, Straits Settlements, Java, and Borneo; (3) Africa, including numerous foreign possessions and free states along the coast of Africa, and Madagascar; and (4) Mexico and Central America.

The growing demand of the world for india rubber and the importance of the possible development of this industry in the Philippines are illustrated by the fact that the value of rubber imported into the United States alone has grown from less than 17 million dollars in 1896 to 50 millions in 1905.

CURRENCY.

Commerce with the Philippines has marked advantages over that with most oriental countries in having as its medium of exchange a stable currency and one easily comparable with that of the United States. The money of the Philippines is a silver coin about the size of the United States dollar, called a peso, and maintained at a value of 50 cents in United States gold coin. There are fractional silver and nickel coins, but they occupy the same relation to the peso that the fractional currency of the United States does to the dollar and are legal tender for only limited sums. This currency, while created by the government in recognition of the popularity of silver as a money metal, has a distinct advantage over the silver currency in use in most of the oriental countries in its stability, which is as absolute as that of the silver dollar in the United States. In many of the oriental countries commercial transactions, and especially commercial contracts for future purchases or delivery of merchandise, are rendered extremely uncertain by the fluctuating character of the currency, which is based upon the quantity of silver contained in the standard coin; but all this is eliminated in commercial transactions in the Philippines by the fact that the value of the peso is maintained at one-half that of the United States gold dollar, irrespective of the current price of silver. The transition from the old Spanish peso, which was the basis of currency prior to American occupation, was accomplished without serious disturbance of business conditions. A system has also been established by which silver certificates representing the silver pesos are issued upon a basis similar to that by which silver certificates are issued in the United States, and these silver certificates are largely used in business transactions as silver certificates are used in the United States instead of the silver dollar. Considerable quantities of United States currency are also in circulation, and although the United States silver dollar is valued at 100 cents gold, against the Philippine peso of approximately the same size, valued at 50 cents gold, the two coins and the silver certificates representing them and the gold certificates circulate side by side among the people in the islands, with an easy recognition of their relative value and a growing use of United States currency. The amount of money in circulation exceeds \$30,000,000, or a per capita of about \$4, against \$1.84 per capita in China, \$3.36 in Japan, \$2.07 in India, and \$0.63 in the Dutch East Indies.

Another feature of Philippine currency which is of marked advantage in business transactions between the United States and those islands and in providing elasticity to their currency is found in the system by which the Philippine treasury, through the sale of orders for the payment of gold in New York, aids in the exchange of values between the islands and the great financial center of the governing country. While the amount of currency in use in the gold-using countries is, says the *Manila Daily Bulletin*, adjusted through transfers of gold when necessary, this contingency is provided for in the case of the Philippine islands, where no gold is in circulation, by the sale at the Philippine treasury of orders for the payment in New York of gold in quantities to suit the purchaser. These orders, known as demand drafts, and telegraphic transfers, are sold to all at a uniform rate, based upon the actual cost of shipping to New York the same amount of gold coin. A merchant in the United States when he finds the bank's rate for exchange higher than the actual cost of shipping gold, settles his balances by shipping gold; in the Philippines, where there is no gold, he buys an order for so much gold at exactly what it would cost him to ship the coin were it available, and is thus saved the trouble of making the shipment.

and runs no risk of loss or delay, and in like manner exchange is sold in New York payable in Manila under similar conditions.

LANGUAGE.

Another feature of business in which the exporter or importer of the United States finds a marked advantage in commerce with the Philippine islands as compared with that of most oriental countries is the fact that the English language and American weights and measures, as well as currency, are more readily understood and more in use than is the case in other countries of the Orient. While a large proportion of the natives in the business centers still use the Spanish language in their daily intercourse, and the terms of currency, weights, and measures to which they have been accustomed, the growing use of the English language and the terms of currency, weights, and measures utilized in the United States reduces greatly the difficulty of business transactions in the Philippines. The English language is rapidly coming into use, especially in the business centers of the islands. The United States authorities, in developing a system of government and of education in the Philippines, found in existence a large number of languages and dialects among the various groups of people separated by bodies of water or mountain ranges, and while the Spanish language was known to a comparatively small number in each of these groups, neither this nor any one of the native languages was sufficiently well known to be adopted as a general basis of education or of interisland communication. As a consequence, after careful consideration the English language was decided upon as that which should be taught in the schools and used, as far as possible, from the first and its use encouraged continuously in the governmental and business transactions throughout the entire group of islands. Over 1,000 American teachers were called from the United States and distributed through the islands, and instruction in the English language made an important part of their work, especially in the preparation of Filipino teachers for extending instruction in English throughout the schools in the islands. As a result, there are now 700 American and 6,225 Filipino teachers at work in the schools of the islands, conducting there an educational work in the English language, and in this manner the use of English is being rapidly disseminated among the people, not only of the rising generation, but among those engaged in business through the medium of night schools. This condition, by which the English language is coming into use and communications in that language readily understood, gives to commerce with the islands a marked advantage over that with other oriental countries.

The annual report of the director of education for the Philippines, covering the activities of the educational work in the islands for the year ended June 30, 1906, shows 3,166 primary schools in the islands, with an average attendance of 375,554 pupils. Seven hundred American teachers and 6,224 Filipino teachers are employed. All of the school divisions, the report says, conducted teachers' institutes, varying from four to six weeks in the different provinces. The instruction given was divided between the common branches of the intermediate course and special topics of instruction, such as school gardening, domestic science, primary industrial work, and methods of teaching. There are 2,454 primary school buildings in the islands owned by the municipalities, and in addition a number of buildings belonging to the provinces, but not constructed originally for school purposes, are used. Private instruction, the report says, plays a large part in the intellectual life of the islands. Many of these schools are supported by the Catholic Church, with a history reaching back several decades. Some of them teach English, although in practically all of them Spanish is the basis of instruction. The Filipino teachers, Dr. David P. Barrows, the director, says, continue to gain in reliability, strength of character, and moral purpose.

FILIPINO STUDENTS IN THE UNITED STATES.

There are now 184 Filipino students in the United States, according to the report of the Insular Bureau of the War Department for 1906. During the past year three students have been returned to the islands, two on account of ill health and one by reason of misconduct. With these exceptions there has been no case of serious illness, and the Filipino students have made creditable progress in their work and conducted themselves in an exemplary manner. Mr. William Alex. Sutherland, superintendent of Filipino students, reports that he has secured from various institutions more scholarships than have been needed by government students, almost every school that has been applied to for such scholarships having granted as many as were necessary. During the summer vacation almost 50 per cent of the students have been engaged in some work other than summer school work, the remainder having attended summer sessions of their respective schools.

The 184 Filipino students in the United States are in 45 different institutions, most of them in technical or professional schools. Their distribution by States, according to the report of the Insular Bureau, is as follows: Illinois, 50; Indiana, 25; Iowa, 16; Pennsylvania, 15; District of Columbia, 13; Ohio, 12; New York, 10; Wisconsin, 9; Kansas, 8; New Jersey, 7; Nebraska, 6; Massachusetts, 5; Michigan, 2; Colorado, 2; Minnesota, 2; Connecticut, 1; and California, 1.

PACKING GOODS FOR SHIPMENT TO THE ISLANDS.

While the importance of properly packing goods for shipment by rail, by steamer, by lighter, and by native carriers under all conditions and in all sorts of crude ways has been frequently brought to the attention of exporters in the United States, a brief statement prepared in Manila by persons thoroughly familiar with existing customs and the existing requirements of the present methods of transportation, printed in the annual number of the Manila Daily Bulletin, is of such practical value and presents in such condensed form the conditions absolutely necessary to the successful shipment of goods to the Philippines that it is deemed worthy of reproduction in this general discussion of Philippine commerce. The statement is as follows:

The subject of packing and invoicing shipments to the Philippines has been discussed through the columns of trade papers and by private correspondence until it is worn threadbare, and there is nothing to be said that has not been previously made clear to American exporters.

Regardless of this, the importers continue to experience the same difficulties and losses resulting from careless and indifferent packing on the part of American exporters. Credit must be given to a few who have taken the pains to follow instructions and pack their goods properly. The majority, however, apparently disregard the importer's instruction as to packing and invoicing in accordance with customs regulations, and continue to handle their shipments as if they were destined for a neighboring village instead of a country 10,000 miles away. The fact that the lightly constructed case must be transhipped and handled three or four times by oriental stevedores (compared with whom the ordinary baggage smasher at home is a tame proposition) is lost sight of entirely.

That goods handled so often and in such a rough manner require strong and careful packing is evident even to the most inexperienced. Steamship companies will not admit claims for breakage or storage when found to be due to insufficient packing, and the importer is forced to stand the loss. He is not only obliged to lose the goods, but is forced to pay duty on such goods as per invoice. Shortage from theft commonly occurs with such goods as shirts, collars, cuffs, shoes, hats, etc. It rarely happens that shipments of these articles arrive intact, the loss from theft frequently amounting to sufficient to eclipse the importer's profit on the shipment. Special care should be taken in packing this line of goods. Double wooden cases, well strapped, give better protection against theft than single zinc-lined cases. The importer prefers to pay for the additional case rather than have a carefully ordered assortment spoiled in sizes by theft, without mentioning the money value of the goods lost.

The writer has often seen shipments of the above-named articles shipped by responsible firms in the United States in cases made from one-eighth inch to one-fourth inch pine boards, resulting in damage to the goods and heavy losses from theft.

Liquids also require careful packing, and it would appear that all shippers should realize the fact. Nevertheless I have observed instances in which liquids were packed in the same case with hardware.

Goods paying duty on gross weight should never be packed in the same case with goods which are assessed on the net weight. This can be avoided by securing a copy of the Philippine tariff from the Bureau of Insular Affairs, at Washington, which can be had for the asking.

Cases should be well strapped, and care should be taken that nails are not driven into the contents, as often happens. Machinery, if cased, should be fastened to the sides of the case so as to be firm, and any loose parts packed in the same case should be securely fastened so that they can not move about. An instance came under my observation recently in which an automobile was shipped to the Philippines by a leading manufacturing firm in the United States. It was found on arrival that some heavy loose parts, packed in the same case with the machine and not properly secured, had broken loose and shifted about, the damage resulting amounting to several hundred dollars. The importer was put to a great deal of trouble and expense, besides being deprived of the use of the machine for several weeks.

Another important matter is the proper preparation of shipping documents. The shipping department of every manufacturer engaged in foreign trade should have posted in a conspicuous place printed instructions calling attention to the absolute necessity of obeying to the slightest detail the shipping and billing requirements received from the customer.

Bill of lading should give mark and number clearly, and should agree with marks and numbers shown on the invoice and manifest. Otherwise a correction must be filed at the custom-house, which means delay in dispatch. Proper care should be taken that the invoice shows the exact gross and net weight for each package in kilos, or, if this is not possible, at least the exact weight in pounds. Where different classes of goods are packed in one case, the net weight for each class should be shown separately, and not given in a lump sum. It is also necessary that the invoice state what the goods are made of, whether brass, iron, iron with brass, plain wood or veneered wood, crockery, plain or painted, etc., according to the tariff classification. It frequently happens that the invoice only shows the number of the articles as catalogued without indicating the class of goods. This causes great inconvenience to the importer, who is compelled to check the invoice against the catalogue, which he may not have in many cases, and renders it almost impossible for him to properly declare his goods. The result is not only vexatious delays, but often means a fine as well. Invoices must be forwarded to the importer in triplicate, one copy to be retained by him and two copies to be filed at the custom-house when entering his goods for duty. If the value of the shipment is \$100 or more, a consular invoice is required, the lack of which will compel the importer to file a bond at the custom-house pending the presentation of same. The cost of this bond varies in accordance with the amount, but in no case is less than \$2.54 plus 50 cents for stamps. Proper care should be taken that bills of lading reading to order be properly indorsed, otherwise a bill of lading bond will also be required. Customs officials do not recognize anything but properly made out papers.

Another point which may be mentioned here is that drafts should not be forwarded before shipping papers or before the steamer carrying the shipment is on the way. It frequently occurs that drafts, even if drawn at thirty days' sight, are due long before the goods arrive.

COMMERCIAL AND INDUSTRIAL CONDITIONS AND OPPORTUNITIES FROM A PHILIPPINE STANDPOINT.

The following paper on commercial and industrial conditions and opportunities in the Philippines was prepared by Hon. W. Morgan Shuster, formerly insular collector of customs at Manila, now a member of the Philippine Commission. It was originally delivered as an address in the Philippine Islands and a copy supplied by request to the Bureau of Statistics for publication in this document:

There are only two possible methods of producing wealth in the Philippine Islands. One is to extract the same directly from the land and the adjacent waters, and the other is to establish here great manufacturing plants for the conversion of these more or less simple products into more valuable ones, or even the conversion of imported crude materials into higher forms.

These two methods of producing wealth are just as open to the people of the Philippine Islands as they are to anyone else in the world. We have the soil, the climatic conditions, and the territory sufficient to produce some large and valuable crops. Two other elements are necessary—labor and capital. Now, the production of wealth by the first method above mentioned, to wit, directly from the soil, requires a large supply of labor and comparatively little capital. Four years ago the labor question in the Philippines appeared to be, at best, rather doubtful. Since then, however, it has been conclusively demonstrated that under proper treatment and conditions Filipino labor may be depended on. The railroads which are to be built here in the immediate future will prove this, to say nothing of the large enterprises which have been successfully carried on with Filipino labor since the American occupation of these islands.

The second method of producing wealth is by establishing manufacturing plants for the conversion of simple products into more valuable ones. This method requires a fair amount of highly skilled labor and a rather large amount of capital.

Which, then, of the two methods should we attempt to adopt first? I think that logic and practical conditions both urge the first method—the extraction of wealth directly from the soil. I do not mean by this to decry the establishment of manufacturing plants or the employment of the numerous other similar opportunities for the investment of capital. But I do mean that the great mass of the Filipino people, who are without capital, must put their shoulder to the wheel and produce their share of the world's wealth from the soil direct. * * *

The principal exports of the Philippines, comprising practically all of the exports, are only four in number. Hemp, sugar, copra, and tobacco. There is no reason why that list should not include at least eight articles by adding thereto lumber, rubber, cacao, and coffee. There is no good reason for the exports of these islands not being \$50,000,000 a year instead of a little over \$30,000,000 a year, as they actually are. * * *

While those interested in the Philippines should endeavor to extract our wealth in these islands directly from the soil for some time to come, it is not meant that we should refuse or overlook those opportunities for the establishment of such other industries as may already be practicable here. Perhaps nowhere else in the world is there such a splendid field for a shipbuilding plant as in these islands, especially for a plant adapted to the construction of medium-sized and smaller vessels. Until a method is discovered of laying rails and ties on the bounding ocean wave, there will always be need for a great number of boats in this archipelago. The more railroads we build, and the more those railroads develop the latent resources of the different islands, the greater will be the need for boats, large and small, to carry the goods between the islands and even to the neighboring countries of the Orient. For these reasons the establishment of the shipbuilding industry in the Philippines offers one of the best inducements to capital which we will have for some time to come. * * *

Some years ago, the Filipino labor was considered a practical nullity. But things have greatly changed since then, and to-day there is unimpeachable testimony to the effect that the native labor is reliable, obedient, and economical, and obtainable in abundance by those who understand the Filipino and treat him well. So much for the general run of the labor for a shipbuilding plant. Now as to the "skilled" labor, the experienced artisans necessary to supervise all and actually do certain parts of the work, why, they either are here or they are not. If they are here in sufficient quantities, the problem is solved; if they are not, American shipwrights may be brought here, or those of any other nationality except Chinese. Where, then, is the difficulty about establishing a modern shipbuilding plant and dry dock, or marine railway, or even two or three of them, in these islands?

Another great opportunity here is in the lumber business. This industry is already past the starting stage, and within a few years lumber will be one of the principal products of these islands. Every possible effort should be made by both the government and private persons to foster and encourage the use of native woods. At present the Philippines are importing quite a large amount of foreign timber. This should stop; with very few exceptions, wood for all classes of industries and constructions can be obtained within the limits of this archipelago. As for furniture, there should not be a piece of imported wooden furniture in the islands, except as a curiosity. And this latter is a condition which will actually exist as soon as the development of the lumber business here brings down the prices of native woods, as it inevitably will. * * *

The most striking fact which is revealed by a study of the trade statistics of these islands during recent years is the number and amount of imported articles which should be produced here, thus retaining in the Philippines the large sums of money which are expended to pay for such products. With regard to rice, which

was the most prominent example of the above-mentioned condition, the situation has greatly changed in the past two years, and while considerable amounts are still imported, the decrease, due to local production, has been so great as to give cause for much satisfaction from an economic standpoint. There are numerous other lines, however, in which great improvement could be made, and it may not be improper at this particular time, when the islands are suffering from commercial depression, stagnation of trade, and scarcity of money, to dwell on the fact that no inconsiderable amount of money is yearly lost to the people here through its being spent in foreign countries for articles which can and should be produced in the Philippines. Indeed, the production of these articles here would have thrown the balance of trade decidedly in favor of these islands instead of the figures being practically at a parity, as is the case at present.

It is a well-known fact that the pineapple produced in the Philippine Islands in its wild state (for no cultivation whatever has been given to this fruit) compares very favorably with the world-famous pineapples of the Straits Settlements, for which Singapore has become a permanent shipping point. The comparison does not hold good in size for the very patent reason that no attempt has been made in the Philippines to improve the fruit by cultivation. In many parts of the islands pineapples mature and are wasted, no effort being made to market them. The possibilities in this particular line are evident, and this popular fruit might easily become a source of wealth to the islands with the expenditure of a small amount of capital, coupled with intelligent labor. Nature will attend to replenishing the stock from year to year, and all that the grower would have to do would be to apply improved methods to its cultivation and take steps properly to safeguard and dispose of the fruit at maturity. Pineapples stand shipment very well, inasmuch as they can be transported before entirely ripe. The demand for this fruit in the United States is enormous, and it is understood that the supply at the present time is received largely from the Hawaiian Islands. The possibilities of a source of wealth from this one product would be enhanced many fold by the introduction of canning plants here, as has been done in the Straits Settlements.

The money spent annually in these islands for meat goes to foreign countries, although there lies in the northern part of Luzon an expanse of grazing lands which would support unlimited cattle and produce beef for all local consumption. This is not a mere theory, for it is a fact that in former years cattle were produced in sufficient quantities to meet the domestic demands, and the importation of cattle on the hoof was neither necessary nor profitable. Statistics show that during the last fiscal year cattle were imported to the value of \$828,206.

Millions of dollars are spent in the Philippines each year by the Army, the Navy, the insular government, and private individuals for lumber, imported extensively from the United States. While it is well that a market has been found in these islands for United States lumber, yet a large percentage of this commodity should, by all the laws of political economy, be obtained for local consumption in these islands, which, with their virgin forests of timber, admitted on all sides to possess lasting qualities and a durability not found in the timber of other sections of the world, await the woodman's ax.

It may come as a source of surprise to most people to learn that last year there were imported into these islands eggs valued at \$265,512 gold, notwithstanding the fact that the successful raising of poultry is as easy of accomplishment here as in any other part of the world. The imported eggs come entirely from the Chinese Empire. Large sums are also expended annually by the people of these islands for foreign-grown vegetables, such as potatoes, cabbages, onions, and tomatoes, in their natural state, no reference being intended to the canned articles which the climatic conditions of the islands make it necessary to import. All the vegetables mentioned in the foregoing list have been and can be produced in the Philippine Islands, and this fact alone makes it a regrettable commentary on economic conditions that enormous sums are each year spent abroad by an impoverished people for such articles. The investment of outside capital is not required to raise all the indigenous fruits, vegetables, and poultry needed for home consumption. Nature would respond with bounteous returns if aided by a little enterprise and proper endeavor.

The past year has seen the completion and successful operation of a cocoanut-oil manufactory established by New York capital in the outlying district of Pandacan, adjacent to Manila. At this place the raw copra is successfully converted into various kinds of cocoanut oil and by-products of the cocoanut. These manufactures find a ready market here and in the neighboring countries, where the demand is constant and on the increase. What has been done with the cocoanut should be attempted in other lines, and thus keep here the large sums which are paid annually for labor,

profit, and other items incident to the manufacture of articles which should be produced in the Philippine Islands, but are at the present time obtained for its inhabitants only through the medium of importation.

The Philippine Islands, although producing what was admitted to be the finest hemp in the world, of grades for which there is demand from all quarters of the world, yet do not manufacture from this valuable raw product the rope, twine, and other articles daily needed in almost every line of trade. The establishment of rope-making plants, where rope and binding cord could be manufactured would not involve a very great outlay of capital, and if such an enterprise were started it would aid very materially in keeping at home an important item of the country's wealth and yearly income which goes abroad for those very necessary articles.

The remarks made above with reference to hemp apply equally well to sugar. Fortunately, however, there is a sugar refinery in operation at Malabon, which converts a large quantity of the raw material into refined sugar for local consumption. The marked decline in value of sugar imports into these islands for the last fiscal year over the corresponding period preceding (the figures being \$93,638 and \$159,741, respectively) attests the success of the enterprise and should mark out a clear path to others with capital to invest in local industries. Sugar is exported from the Philippines at a value of 2 cents per pound, and in its changed condition this same necessity is imported at double that price, exclusive of duty, freight, commissions, and other incidental expenses. In other words, the inhabitants of the Philippine Islands give almost 3 pounds of one of their chief products for 1 pound of the identical staple in a refined form. * * *

The cement-making industry offers an inviting field for some enterprising investor in the Philippines. There is a well-defined formation of limestone (the greater part of which is suitable for cement) underlying all the principal islands of this archipelago. This limestone has been thoroughly investigated with a view to ascertaining its cement-making qualities, at Binangonan (Laguna de Bay), and to a certain extent in the island of Romblon. At both places a very excellent quality of material was found, and fortunately the beds are well located with regard to transportation facilities. It is believed that still more favorable locations may be found, or possibly a better stone be discovered, if a careful search were made. * * *

In conclusion, it may be said that the agricultural and the industrial development of the Philippines await but reasonable efforts on the part of those interested in either branch, and the returns to be obtained from labor or capital expended here are quite as great as in any of the other undeveloped countries of the world.

OFFICIAL VIEWS OF COMMERCIAL, INDUSTRIAL AND FINANCIAL CONDITIONS IN 1906.

The 1906 report of the Philippine Commission contains the following on conditions in the Philippine Islands:

INDUSTRIAL CONDITIONS.

Reference has been made in several former reports to the great depression in agricultural interests which lie at the foundation of everything in the Philippine Islands, a depression resulting mainly from the terribly destructive ravages of rinderpest and surra, which had destroyed the cattle and horses to such an extent as to render agricultural industry almost impossible and to paralyze lumbering operations and every industry requiring draft animals, either for the purpose of transportation or cultivation. Locusts had also contributed to the general devastation, and war and Asiatic cholera had been ruinous not only to industry but to all the agencies of industry. The return of prosperity after such a series of deterring and destructive features must necessarily be slow. The last year, however, has shown greater progress in this direction than any former one since the establishment of civil government, although many discouraging features still exist. Better conditions of order have made possible cultivation of lands in regions before unsafe and dangerous. The health authorities have been very largely able to cope with rinderpest and to stay its ravages, so that by the processes of nature the number of animals has considerably increased. Aside from hemp, tobacco, and sugar, crops are in a more prosperous condition than in any former year under American administration. The hemp industry has suffered a marked diminution, mainly the result of a severe typhoon occurring on September 26, 1905, which swept through the hemp regions and blew down and overturned the plants. The reduction in the production of tobacco is due in part to droughts, in part to the low price of the product, and in part to discouragement because of the failure to secure relief from the heavy and prohibitory duties charged on this product on admission into the United States. But there has been a great amount of new planting of certain prod-

ucts in ground before lying fallow. Enormous numbers of new plants of hemp, or abaca, and magney (a most useful fiber plant), and of cocoanuts have been set out. There has been a large increase in the area planted to rice, and the production of that cereal, vital to the islands as a food element, has been great. In some of the provinces many miles of new roads have been constructed out of provincial and municipal funds, and important areas have been opened up to cultivation by the new means of transportation thus afforded.

The reports of the provincial governors for the fiscal year are in marked contrast with those for prior years in reference to agricultural conditions. They nearly all present a more hopeful aspect than before and indicate a gradual return of prosperity. Statistics of the production of different crops are not available, but the importation of rice affords to a considerable degree a measure of the present producing capacity of the islands of this important cereal. Rice was imported, for the fiscal year 1904, to the value of P 23,097,628; in 1905, P 14,913,476, and in 1906, P 8,743,464.¹ The results are, therefore, that in the fiscal year 1906, P 14,354,164 less went out of the islands to pay for imported rice than was the case two years before. Possibly some portion of this reduction arose from the decreased purchasing power of the people, particularly in the hemp provinces, for the last year where the typhoon destroyed so large a portion of the hemp crop, and thereby made less money available for the purchase of rice in those regions; but it is believed that the greater part of the reduction in the imports of rice came from the increased domestic production. If the same ratio of decreased importation continues for two or three years more, the islands ought to be self-sustaining in this particular article of food consumption.

Another indication of returning prosperity may be found in the fact that the total value of exports during the year exceeded that of imports by P 12,239,056, not including currency, which is nearly P 8,000,000 more than the record for any previous year since American occupancy. Had it not been for the destructive typhoon which materially diminished the exportation of hemp the showing would have been probably P 4,000,000 more favorable. The total customs receipts for the year were, however, 8½ per cent less than for the immediately preceding fiscal year, this reduction arising from diminished importations of opium, rice, and materials for street-railway equipment, and the diminished collection of export duties on hemp arising from the destruction of the hemp plants by the typhoon.

Another contributing element was the reduction by legislation in license fees for vessels and the abolition of clearance charges for interisland service, action which, however, is believed to be in the interest of the commercial prosperity of the islands.

Another indication of prosperity is the increased purchases of improved agricultural machinery, which not merely indicates improvement in purchasing power on the part of the people, but also furnishes the material for constantly enlarged production.

Another encouraging feature is the fact, hereinafter referred to, that between ten and twenty million dollars of United States money will doubtless be expended, largely within the islands, during the next two or three years in the construction of railroads, which will not only furnish immediate employment to a large number of people and cause a great distribution of funds in that way, but will also furnish an increased local market for many of the products of the islands.

On the whole, we believe the industrial outlook to contain more encouraging features than at any former period since American occupation.

CURRENCY.

As was stated in our last report, the new Philippine currency has become the money of the islands, aided to a minor extent by United States money, and the old fluctuating Mexican, Spanish-Filipino, Chinese, and other foreign coins previously circulating here have already been eliminated. The silver certificates authorized by act of Congress have been found to be of the greatest convenience in commercial transactions. At the end of the fiscal year 1905 the amount of such certificates in circulation was P 10,450,000, while there were in circulation at the end of the fiscal year 1906, P 14,410,000. Under the law as it existed at the time of our last report, silver certificates could not be issued in greater denominations than P 10 each, equivalent to \$5 United States money. This limitation involved great inconvenience in handling large sums of money. Legislation by Congress during the year authorizing the issue of such certificates of P 20, P 50, P 100, and P 500 denominations has furnished a greatly needed relief. Banks especially make use of the larger denominations for holding their reserves, by reason of the greater ease in counting and less space occupied.

The steady appreciation in the market value of silver has had a serious effect upon the stability of our new currency. The price of

silver at this writing is such that it would cost nearly P 1.11 to purchase silver enough to make a peso laid down in Manila, including interest, mintage charges, packing, transportation, etc. The bullion value of a peso is materially in excess of its face value, and there would be a very tangible profit in melting down or exporting our silver coins for bullion purposes. As a temporary expedient until necessary legislation could be obtained from Congress, and not as a scientific method of dealing with the problem, the Commission prohibited the exportation of Philippine coins or bullion obtained from melting the same. So far as is known, no Philippine coins or bullion made therefrom have been exported since the passage of the act referred to. Meanwhile Congress has come to our relief by authorizing the recoinage of the existing coins and the purchase of additional bullion for coinage on a basis of not less than 0.700 parts of fine silver in 1,000, as against the existing coinage, which contains 0.900 parts, and by authorizing the placing of gold coins of the United States in reserve for the payment of silver certificates thereafter issued, instead of requiring payment in silver coins, at the option of the government. Under the authority of this act of Congress, \$750,000 United States gold coin have been placed in the reserve vault for the redemption of silver certificates, in lieu of 1,500,000 silver pesos. This transaction released that number of silver pesos for circulation and thereby increased the money available for current use to that extent. Additional coinage, however, is deemed expedient to supply the present and growing needs of the islands, particularly in view of the large amount of money that will be required during the period of the construction of railroads. The rise of silver has been so great, by reason of the renewed purchase of silver bullion by the United States Government for coinage purposes and for other causes, and the continuance of the high price is so probable, that it now appears that the new coinage ought to be upon a basis of 0.700 parts of fine silver instead of any higher proportion. The new coins would circulate side by side with the old ones, just as the Spanish-Filipino pesos circulated side by side with the Mexican, although having about 12 per cent less intrinsic value. Under such a proportion, the new coins would still have a larger relative intrinsic value at the present price of silver than did the existing ones at the time of their coinage. The new coinage act will require, in accordance with the act of Congress, the approval of the President of the United States before becoming effective. It is believed, however, that very early action is advisable, substantially along the lines here outlined. It should be remarked that, aside from a limited amount of United States money, the only paper money in circulation in the islands consists of the silver certificates above stated, together with about P 1,500,000 notes of the Spanish-Filipino Bank.

As was stated in our last report, the certificates of indebtedness issued to obtain funds for the purpose of maintaining a stable gold-reserve fund have been gradually reduced in amount. The \$3,000,000 of certificates maturing May 1, 1905, and \$3,000,000 maturing September 1, 1905, were paid in full, and only \$1,500,000 were issued in their place, making a reduction of \$4,500,000 during the period covered by our last report. The last set of certificates, to the value of \$1,500,000, matured September 1, 1906, and were retired at maturity and a new series issued to run one year to the amount of \$1,000,000, the amount derived therefrom being ample to meet all requirements for maintaining the parity of the gold standard when added to the gold-standard fund already accrued. Should a new coinage of all the existing Philippine coins be made on the basis above indicated, several million pesos more resulting from the seignorage on the new coinage could be added to the gold reserve, constituting an ample fund for that purpose, so that the outstanding series of certificates of indebtedness would be retired and probably none need thereafter be issued.

Incidentally, attention is invited to the fact that the several series of certificates, although running for but one year, have been sold at such premiums that the rate of interest thereon has been in the vicinity of 2 per cent only upon the whole, and that the proceeds have been kept on deposit in banks in New York, where such rates of interest have been received that the sales of the certificates have been a source of profit to the insular government, and it has thus had its gold-standard fund kept strong and safe, not only without cost but with a direct profit to the insular treasury.

FINANCIAL CONDITION.

The insular finances are in much better condition than they have been for several years.

During the fiscal year 1905 there was an excess of expenditures over net income receipts of P 1,398,723.92. At the close of the fiscal year 1906 there had been for the year an excess of receipts over net disbursements amounting to P 3,180,647.43. This favorable result is due in part to greater economy in expenditures, in part to increased collections by the bureau of internal revenue, more than sufficient to counteract the decrease in customs receipts, and in part

¹Value of peso in United States currency, 50 cents.

to the construction of public works out of the proceeds of bond issues authorized by Congress, instead of from current receipts as before.

The condition of the general treasury at the close of the fiscal years 1901 to 1906, inclusive, is shown by the following tabulation, each total showing the amount available for appropriation, or deficit, at the end of the year:

1901.....	P7,800,000.00	1904 (a deficit of) ..	P540,599.52
1902.....	8,000,000.00	1905 (available) ..	585,021.36
1903.....	4,346,000.00	1906.....	2,572,268.38

Without the internal-revenue law, however, the government would have been unable to meet its obligations. The favorable statement for the last two years shows that the government is now upon a sound basis financially, and that the resumption of appropriations from current funds for permanent public works is now practicable. It is deemed undesirable to exhaust the whole borrowing power of the government as given by Congress for the construction of public improvements, but there should be some reserve left in the authority referred to to meet special contingencies. With persistent economy in the expenses of administration a considerable sum can be provided each year from current revenues for the construction of important works of a lasting character and essential to the prosperity of the islands.

It is believed from the best forecast that can be made that the operations of the fiscal year 1907 will show a surplus of approximately P3,000,000 of net receipts above net expenditures, aside from the surplus accumulated at the end of the fiscal year 1906. Assuming that a reasonable surplus should at all times be maintained to meet contingencies, it is still apparent that the government will be able from current revenues during the ensuing year not merely to provide for an adequate surplus but also to resume the construction of most needed public works from current revenues.

BONDED INDEBTEDNESS.

The bonded indebtedness of the insular government, aside from P2,000,000 of certificates of indebtedness relating to the gold-standard fund, reference to which has hereinbefore been made, consists of the friar land purchase bonds, below referred to, and of two series of public improvement 4 per cent bonds, P5,000,000 of which bonds had been sold prior to our last report. The second series of P2,000,000 was sold in February, 1906, on which a premium of P167,494 was received. These bonds run thirty years, but may be paid at the expiration of ten. It is assumed that they will be paid partly by a sinking fund and partly by the issue of a new series at the expiration of ten years, from which it will be observed, figuring them as ten-year bonds, that they were sold on most favorable terms.

In addition to the bonds last above mentioned, the insular government has issued, for the purchase of the "friar" lands, bonds to the amount of P14,000,000. These bonds are likewise payable in thirty years, redeemable in ten, and bear 4 per cent interest. The insular government has no other bonded indebtedness.

AGRICULTURAL BANKS.

In our last report was set forth the extreme need of capital to aid agriculturists in developing their properties, and recommendations were made that authority be asked of Congress for the establishment of an agricultural bank by act of the Commission, the capital for which should be furnished by private parties, and the principal of which should be guaranteed by the government of the Philippine Islands, with interest at the rate of 4 per cent per annum, with a limit which the government of the Philippine Islands could be called upon to pay in any one year, not to exceed \$200,000.

This recommendation was made largely upon the basis of the successful working of the Egyptian Agricultural Bank under circumstances quite similar to those which exist in the islands, as was set forth in our last report.

This recommendation is renewed. It is understood that a bill was introduced in the last Congress for the accomplishment of the results sought; but, owing to press of other business, or for other reasons, was not enacted. In the bill introduced in Congress it appears that the limit which the government of the Philippine Islands might be called upon to pay in any one year was fixed at \$500,000 instead of \$200,000. The increased prosperity of the islands resulting from the establishment of such a bank would undoubtedly be such that the government could well afford to assume a contingent and possible liability to the amount of \$500,000 per year, and our former recommendations are modified to that extent. The Filipino people have been greatly interested in this proposition. It is believed that no single step can be taken that could give greater satisfaction to the general mass of the people than the successful inauguration and carrying on of such a bank. It would not only be a great element of aid in the prosperity of the islands, but likewise to the peace and contentment of the people.

RAILROADS.

The need of additional modes of transportation in the islands has from the beginning been realized as most urgent, and their existence as necessary to any large progress. The death of so large a proportion of the draft animals emphasized this fact. It was useless for the agriculturist to bestow his labor on the production of commodities beyond those necessary for the bare utilities of life, when there was no means of transporting them to other parts of the islands where there was a market, or to the great markets of the world. It probably is not true that railroads would immediately develop the sparsely inhabited portions of the islands in the same way that has so often occurred in the United States, because the Filipino is not inclined to migrate; but it is true that many of the well-settled portions of the islands produce but a very small fraction of what nature intended and of what would so largely and directly add to their means of support and prosperity. This need has been realized by all who have studied the Philippine problems, by natives as well as foreigners. Much difficulty, however, has been experienced in inducing American capital to enter the islands for this purpose.

On June 12, 1905, proposals for bids for the construction of railroads for eleven routes, aggregating 1,113 miles, in the islands of Luzon, Panay, Negros, Cebu, Leyte, and Samar, were advertised in Washington and Manila. The bids were opened in Washington on December 20, 1905, and were three in number—one for all the lines called for in the island of Luzon, one for the lines in the provinces of Albay and Ambos Camarines in Luzon, and one for lines in three of the Visayan islands—Panay, Negros, and Cebu. None of the bids complied strictly with the terms of the proposals, and it was deemed necessary to reject them all and readvertise, the new advertisements being in some respects modified to meet the reasonable requests of one or more of the bidders. On January 20, 1906, the new bids were opened, when it was found that there were but two bidders, Messrs. Speyer & Co. for the lines in Luzon, and the Visayan Syndicate for the lines in Negros, Panay, and Cebu—a syndicate composed of Messrs. William Salomon & Co., Cornelius Vanderbilt, and J. G. White & Co., of New York, and Charles M. Swift, of Detroit, with whom were associated the International Banking Corporation, H. R. Wilson, and Heidelberg & Co., of New York. The last-named bid being within the terms of the proposal, was accepted and a concession awarded to the syndicate.

On May 28, 1906, after the form of the concession had been agreed upon between a representative of the syndicate and the Secretary of War, an act was passed by the Commission authorizing the governor-general to execute the concessions, which was done on July 10, 1906. The syndicate transferred their concession to a company called the Philippine Railway Company, organized under the laws of the State of Connecticut. The agreement for the concession has been accepted by the railway company and the governor-general has notified them that surveys must begin forthwith. The salient points of the concession are—

1. An agreement to build 295 miles of railroads in the islands of Panay, Negros, and Cebu on routes specified.
2. A guaranty by the government of 4 per cent on the first-mortgage bonds issued for the construction of the railroads, none of which could be sold below par, the proceeds all to be expended for the construction and equipment of the roads; the sums, if any, paid by the government in pursuance of its guaranty to constitute a lien upon the railroad and its equipment, the guaranty to cease at the end of thirty years.
3. The concession is perpetual.
4. Taxation is fixed at one-half of 1 per cent of the gross earnings for thirty years and 1½ per cent for fifty years. After that period the rate of taxation is to be fixed by the government.
5. The company is given six months in which to complete its plans and surveys and twelve months in which to complete the first 100 miles of the route after same have been approved, and 100 miles to be completed each year thereafter.
6. Provision is made for the entry of the material necessary for the construction and equipment of the road free of duty.
7. The privilege is given of using rights of way 100 feet wide in the public domain, excepting such parts as have been heretofore leased or set aside for public purposes.
8. The gauge is to be 3 feet 6 inches and the quality of the construction to be up to first-grade modern standards.

No bids were received for Leyte and Samar, owing probably to the disturbed conditions existing in those provinces, which have great natural resources and will undoubtedly be inviting fields for investors when conditions become normal.

The Speyer syndicate presented two bids for lines in Luzon—one for a line from Dagupan, the northern terminus of the existing Manila and Dagupan Railway, to Laoag, Ilocos Norte, a distance of 168 miles, for which the full amount of the guaranty was asked for a period of thirty years; the second for lines aggregating 390 miles, which were to run from Manila south and southeast and

through the provinces of Batangas and Tayabas, and likewise lines in the southern peninsula through the provinces of Ambos Camarines and Albay, and branch lines from these roads and from the Manila and Dagupan Railway, now existing, the control of which had been secured by the Speyers previous to bidding.

The proposition made by the Speyers contained some objectionable features which the government did not feel justified in granting, such as: That portions of the lines called branches were to be so awarded as only to be optional with the company to build, instead of being compulsory; that no definite time was stated for the completion of the surveys or the construction of the railroads; that taxation was to be continued permanently at the low rate of $1\frac{1}{2}$ per cent of the gross earnings; that the rates for government freight and officials were to be established permanently at the present high figures of the Manila and Dagupan Railway, and that the power of the government to grant franchises to competing lines was to be limited.

After some months of negotiations these points were satisfactorily adjusted, and the terms of the adjustment agreed upon put into the form of a legislative concession, and acceptance of the concession by the syndicate and a deposit of the securities provided for in the advertisements made. As finally agreed upon, the company is—

1. To build 428 miles of railroads throughout the island of Luzon.
2. No guaranty is granted on any of this construction.
3. The initial rates are to be based upon those now enjoyed by the Manila and Dagupan Railway and the government has the power to regulate them at any time.
4. The existing Manila and Dagupan Railway and all of its branches withdraws any claims which it has or may have against the municipal, provincial, or insular governments, or the Government of the United States, by reason of injury to or destruction of the railroad during the insurrection, and comes under the new charter on exactly the same basis as the new lines.
5. The concession is a perpetual one and the government is free to grant franchises for competing lines at any time.
6. Taxation is fixed at the rate of one-half of 1 per cent of the gross earnings for thirty years, $1\frac{1}{2}$ per cent for fifty years, and thereafter to be fixed by the government.
7. The company is given twelve months in which to complete its surveys and thereafter two years in which to complete its first 150 miles, and is to complete 75 miles each year thereafter.
8. The right of entry of material for the construction and equipment of the railroads is given free of duty.
9. The privilege is given of using rights of way 100 feet wide through the public domain, excepting such parts as have been set aside for public uses and such improved lands as may be taken from the so-called "friar lands," for which payment must be made.

While the road contracted for does not reach Laoag, at the north end of the islands, it extends 35 miles north of Dagupan to San Fernando, La Union, and will undoubtedly be eventually extended to Laoag, thus forming practically a north and south line from the north end of the island down to the mountains of Tayabas.

The concession was transferred by Speyer & Co. to the Manila Railroad Company, a corporation organized under the laws of the State of New Jersey.

It will thus be seen that the final steps have now been taken for the construction of between 700 and 800 miles of new railroad lines, which will open up much of the most populous portions of the whole archipelago and bring vast producing areas into direct connection with water transportation at the various ports. The terms secured are, on the whole, favorable to the public, and are the most favorable that could be obtained after protracted advertising and individual effort to induce capital to come to the islands. The burden of the guaranty assumed will be entirely within the possibilities of the insular treasury, and will be far more than compensated for by the increased development and producing power of all the regions reached by the new lines.

BENGUET ROAD.

The concession of the Manila Railroad Company requires it to extend its railroad, among other directions, northeasterly to Camp One, in the gorge of the Bued River, where the Benguet road proper begins, and climbs up through the gorge to Baguio, the capital of the province of Benguet, at an elevation of 5,000 feet. The railroad will probably be completed during the coming year. The Benguet road proper has been completed at a very large expense, and was extensively used during the past heated season. Very large numbers of people during the past months of March, April, and May, and a portion of June, escaped the heat of Manila and the lowlands by going to the mountain resort of Baguio, where comfortable hotel facilities are furnished and a sanitarium is maintained, and a considerable number of people have built cottages. The road received a most thorough trial by two unseasonable typhoons which swept

over Luzon in the month of May last, accompanied by a rainfall of 54 inches at Baguio during the month. As a result of this terrific deluge the road was closed only four days, and the slides that were brought down were rapidly cleared away by gangs of Igorot workmen, and the roadbed experienced very little damage. During the year the township of Baguio has been surveyed, residence and business lots staked off, and all of those that have been offered for sale have found ready purchasers. A site has been laid off for the governor-general's residence, and plans have been drawn for its erection during the coming year. Sites for churches, schoolhouses, residence for the archbishop of Manila, weather bureau observatory and country club have been marked off and sold to different organizations, and the early construction of buildings will ensue. Sites for the construction of constabulary barracks and school, a hospital, and cottages for employees have been laid aside, and their construction is also in contemplation. The temperature at Baguio is nearly 20 degrees lower on an average than that at Manila, and this, in the Tropics, means a great opportunity for recuperation and renewal of strength without the excessive cost and length of time involved in a trip to colder countries. The military authorities have had a large tract of fine land at Baguio reserved for their use, and it is expected that a large post will be there established, a beginning having been already made by the construction of temporary barracks and residences for the commanding general and other officers. No doubt is entertained that the expenditure incurred in building this road will be eventually fully justified. Baguio will perform the same functions as a summer capital in the Philippines that Simla does in India.

INTERISLAND SHIPPING.

Freight and passenger traffic and the carrying of mails from island to island have been in the hands of commercial shipping lines and of the bureau of navigation, heretofore known as the bureau of coast guard and transportation, the latter consisting of a considerable number of steamers owned and operated by the insular government. The commercial service has been bad, and the system of government operation has been expensive, although indispensable, and has likewise tended to take from the commercial lines a large amount of traffic which naturally belonged to them and to make their enterprises less profitable. In the interest of commerce and of the development of the shipping of the islands, and particularly of improving the character of the service to be rendered, as well as, it is hoped, in the interest of economy, for the government, advertisements were published offering to make five-year contracts with commercial lines for government services, mails, passengers, and freight, on condition that the shipowners should bring their vessels up to modern standards of comfort and hygiene, and should so maintain them under government supervision, with penalties for failure to comply with the specifications. Bids were opened on March 1, 1906, and after considerable negotiation and an extension of the time for bidding to meet the needs of some of the large companies which had not made tenders, contracts were finally closed with four companies which had been operating steamers in the interisland trade for service on eleven routes, with annual subsidies amounting to P219,357.80. The contracts, which extend over a five-year period, providing the conditions are all complied with, require that the mails shall be carried free; that the ships shall be immediately put in such condition as to meet rigid requirements in standards of safety and sanitation; that they shall start at regular times, on a regular schedule, and make certain stops every trip, under penalty of fines imposed for each offense, the whole service to be under the direct supervision of the secretary of commerce and police, through a bureau chief. The contracts provide definitely the rates that are to be charged on each route for the transportation of freight and passengers, the same rates being available in all cases for the government and for private shippers, including the military authorities.

One of the vessels belonging to the insular government has, by reason of the contracts aforesaid, been leased to the military authorities, and four others have been laid up on Engineer Island, reducing the expenses to the government about P50,000 per year each, or P250,000 in all, the sum thus saved, therefore, being greater than the total amount of the subsidies to be paid under the contracts. The prices fixed for transportation are estimated to produce an average reduction of about 20 per cent on all classes of service on the routes below that now charged for like service. This last fact is believed to be an important one in its relation to the development of the commerce of the islands.

MANILA HARBOR.

The contracts for dredging the Manila Harbor and the extension of the east breakwater have been substantially completed. The aggregate of all expenditures for this work has been P7,604,000 and for the improvement of navigation on the Pasig River

₱1,361,000, making a total for the port of Manila and the Pasig River of ₱8,966,000. The harbor is considered now a safe one during typhoons or other storms, and it is probably the best in the Orient.

Contracts have already been awarded for the construction of two new large steel and concrete wharves, one 600 by 70 feet and the other 650 by 110 feet. These wharves will have sheds to cover them, and when completed should, together with the new harbor, have a very marked effect on the carrying trade of the islands. All harbor dues at ports in the Philippine Islands have recently, by authority of Congress, been abolished by the Commission, so that Manila is now, having neither tonnage, harbor, or light dues, the only absolutely free port of the Orient. A harbor made safe and free from all charges, with magnificent wharves upon which freight can be loaded and unloaded with the utmost facility upon and from steamers lying at their sides, constitute such improvements and facilities that Manila may well expect a material and permanent increase in the shipping that shall visit these shores.

Extensive improvements, involving nearly ₱2,000,000, are also under way in the harbors of Iloilo and Cebu.

POSTAL SAVINGS BANK.

On May 24, 1906, an act was passed creating in the bureau of posts a division of postal savings banks and authorizing the establishment of the same throughout the archipelago. It is believed that this will meet a much-needed requirement, and is one of the most important pieces of new legislation enacted. The Filipinos have little opportunity to make investments of their savings or to make them secure in any manner, least of all in a manner to yield any income. Such a condition discourages thrift. Practically the only means of saving heretofore in the provinces was by burying money in the ground. The money thus concealed was liable to be lost, and if it were kept about the house it was a temptation to robbers, and in any event was idle and unremunerative. Money deposited in the postal savings bank will all be invested in the islands in the most conservative and safe securities. Americans and a few Filipinos have made use of postal money orders, payable to themselves, as a means of safeguarding their earnings for a time. Such an investment of course draws no interest, and it is estimated that there is now a million pesos held in this form. The money so held can not be used by the government for the purpose of reinvestment, and is therefore entirely stagnant in the community. The postal savings bank will tend gradually to win the Filipino from his love of gambling and of putting his money on the hazard of the cockpit, induce him to save his little funds, and enable him to buy a homestead or agricultural machinery, or to enlarge his existing possessions.

TARIFF.

There has been great and bitter disappointment throughout the Philippine Islands at the failure of Congress at its last session to furnish relief from the excessive duties now imposed by the Dingley tariff upon imports of sugar and tobacco products from the Philippine Islands into the United States. The people had strong expectations that relief in this direction would be afforded them. This was the principal ray of hope which came to them in the midst of their losses from rinderpest, locusts, droughts, and low prices for their products. The news that the House of Representatives had, by nearly three-fourths majority, passed a bill to afford the desired relief filled them with great hopes, to be followed only by despair when the Senate refused to take action at all. Believing, as the people do, that they are being treated with great injustice in this respect by the Congress of the United States, not only discouragement but disaffection results. They feel that the islands are being exploited for the benefit of interests in the United States by compelling the insular treasury to refund export duties which it collects upon products imported into the United States and there consumed, a refund which goes solely for the benefit of manufacturers of cordage and other users of hemp in the United States; by the passage of laws, although delayed in their operations, compelling all commerce between the United States and the islands to be carried on in American bottoms, which will undoubtedly greatly enhance the cost of transportation by the granting of a monopoly; by changes in the cotton schedule of the Philippine tariff such as to increase the price of cotton goods in the islands for the benefit of manufacturers of cotton goods in the United States, changes which were made discriminative in such way as to exclude foreign manufacturers and thereby enable American manufacturers to fix their own prices free from English and German competition, and by the imposition of such heavy duties upon sugar and tobacco products imported into the United States as to constitute a total prohibition and to close to the Filipinos the markets of a country which they are asked to consider their own, the favorable Spanish markets before available having been closed to them. Arguments

upon this subject have been so often submitted by the Commission that it is useless to repeat them in detail. The Filipino asks for justice and fair treatment, and nothing is more apparent to the unprejudiced investigator than that such justice and fair treatment require a reduction of the Dingley tariff upon sugar and tobacco at least to 25 per cent of its present rate upon those commodities imported from the Philippine Islands into the States, which can be made without the slightest impairment of the interests in the United States which have heretofore combined to prevent the act of justice sought.

The United States now takes one-fourth of 1 per cent of the cigars exported from the Philippine Islands. If it took all that are exported it would add a little over 1 per cent of the total number of cigars now being manufactured and consumed in the States. From the last annual report made by the United States Commissioner of Internal Revenue to the Secretary of the Treasury it appears that there is a fairly regular annual increase of over 2 per cent in the number of cigars consumed in the United States. During the fiscal year 1904 there were 7,354,788,520 cigars manufactured in that country, and in the fiscal year 1905 there was an increase of 225,466,540 cigars manufactured and consumed. In the fiscal year 1906, 94,341,542 cigars manufactured in the Philippine Islands were exported to all countries, more than 60 per cent of them to China; but if all had been exported exclusively to the United States they would only supply the natural increase in the cigar consumption there for about five months, after which the entire present Filipino cigar exporting trade, having been assimilated in the American market, the American manufacturer would continue with all of his old trade plus 2 per cent increase from year to year.

But if there were an absolutely free admission of the Filipino-made cigars into the United States only a comparatively small portion of those produced would seek the American market. Manufacturers would not be willing to abandon their present markets nor to send all their cigars to the United States. A greater portion of the cigars produced here are of a very inferior quality or grade and are sold in China, and would not find purchasers at all if sent to the United States. Even of the better class of cigars produced in the islands many of them would continue to go to Europe, Africa, and other regions where they have heretofore been sold, and from whence goods are imported into the islands. Comparatively few people in the United States have acquired a taste for Philippine cigars, and the demand for them would be only gradual. The area of lands suitable for raising good tobacco in the islands with any satisfactory means of transportation is very limited. It will be many years before, under the most favorable circumstances and alluring hopes of lucrative trade, tobacco planters could possibly increase the yield of their present holdings or increase their present holdings so as to supply sufficient leaf for the manufacture of a greater percentage of cigars than are being manufactured here to-day. The supply of tobacco leaf is at present inadequate to meet the demands of the local manufacturers to make cigars for domestic consumption, and most of the leaf is totally unsuited for making cigars for export to the United States and to European markets. The American cigar market would not be appreciably affected by the advent therein of the Philippine cigars, and it would almost immediately become a negligible factor in the cigar problem of that country. But a reduction of the Dingley tariff upon cigars would produce an immense moral encouragement to producers in the islands and a feeling of fair treatment and cause an elimination of the present feeling of injustice and resentment. It would also open up a market for a portion of the better cigars made here at remunerative prices, and would stimulate and encourage the improvement in the quality of the leaf tobacco.

The export of sugar from the Philippine Islands has during the past year been greatly reduced. The droughts that have prevailed in the sugar-producing regions of the islands during the past year and the failure to open the markets of the United States so that reasonable prices might be realized have discouraged the sugar planters to the last degree.

The Commission, with the utmost earnestness, renews its recommendation that Congress be asked to amend the Dingley tariff in such way as to provide free entry into the United States of products of the Philippine Islands or at least to reduce the duties on those articles to 25 per cent of the present rate.

AMERICAN CAPITAL IN THE ISLANDS.

It is familiar to all who know anything of conditions in the islands that there is, and long has been, a tremendous lack of capital to develop the latent resources of the islands. The United States is so teeming with enterprises and industries which are highly profitable that it has been difficult to induce American capital to enter the islands and aid in the long-sought development thereof, yet, in spite of this fact, a brief résumé will show that American

enterprise and business sagacity have already made great progress in a field that a few years ago was almost wholly occupied by foreigners. The ancient and inefficient systems of lighting and street transportation in the city of Manila have disappeared, and in their places modern, up-to-date systems, in which millions of American money are invested, have been inaugurated and are receiving their just reward in large profits. Harbor works at Manila have involved an expenditure of over \$4,000,000, the contracts for which have been held by enterprising Americans. Harbor works at Iloilo and Cebu are under way, both in the hands of Americans. An antiquated telephone system in Manila has been supplanted by a modern one, all inaugurated and carried on with American capital—a system which will probably gradually extend itself throughout the whole of the island of Luzon, as authorized by the franchise. Concessions have been granted for the construction of 300 miles of railway in the Visayan islands, and work is already under way, due wholly to the business enterprise and the aggregation of American capital. More than 400 miles of new railway in the island of Luzon are now under way, to be constructed by a company organized under a charter granted by the legislature of one of our States and with American capital. These two enterprises alone will undoubtedly involve between ten and twenty million dollars of expenditure. Electric lighting plants have been instituted at Iloilo and Cebu under American auspices and with American capital. Where the field before was occupied by three great banks, two English and one largely Spanish, an important American bank has already captured at least its fair share of all the banking business of the islands. Contracts involving millions of dollars for new waterworks and sewer systems for the city of Manila have already been awarded and awarded to American capital. Contracts have likewise been awarded to citizens of the United States for the construction of two immense steel and cement wharves or piers at Manila. While American enterprise has not taken its proper place in the water transportation of the islands, yet such capital is not wanting here, and the Philippine Transportation Company is making a success. Large lumber concerns have been inaugurated and are carried on in different parts of the islands by Americans, and are seizing considerable portions of the business for both imported and domestic lumber. The largest private stationery and printing establishment in the islands is in the hands of Americans. The second largest establishment in the world for the manufacture of coconut products is doing business in the islands, wholly with American capital and under American control. One of the largest importing and exporting wholesale corporations in the archipelago has, under American management and with American capital, already captured a most formidable portion of current business. Many varieties of most useful and valuable machinery for saving labor and increasing production have already been introduced by Americans, and this is a growing business. American lawyers, physicians, dentists, and merchants are here found in every direction, finding remunerative employment. In some portions of the islands, particularly in Mindanao, American enterprise has made substantial advances in development of the latent and inexhaustible agricultural resources. The most important product of the islands, abaca or hemp, which has no real rival in the markets of the world, is undoubtedly soon to receive a tremendous impetus through new appliances which American skill and American capital are bringing to bear upon this important product. A great aggregation of American capital already interested in the business of purchasing hemp in the islands has absorbed one or two of the larger and older companies and made itself a factor in the handling of that most important commodity. Whatever development in the mining industry has been made is practically all in the hands of hardy and rugged Americans, backed by American capital. The American newspaper man, enterprising here, as at home, is a most important factor in shaping public sentiment in the islands.

All this progress has been made, not by depriving Filipinos of industries that before were theirs, but by the introduction of new capital and new business sagacity that have enabled Filipinos in nearly every case to obtain greater and larger remunerative employment and greater prosperity than ever before. The unoccupied field is still large and will furnish for many years to come outlet for surplus energy and money of citizens of the United States to benefit both themselves and the inhabitants of the islands.

REFUND OF DUTIES ON EXPORTS.

The Commission has repeatedly called attention in its reports to the action of Congress providing for a refund of duties paid on articles exported from the islands to the United States and consumed therein. The reasons that led the Commission heretofore to recommend the repeal of that provision are still operative. Since the passage of that act on March 8, 1902, the amount of duties collected and paid into the Philippine treasury by exporters that has

been taken from that treasury and handed over to manufacturers in the United States down to June 30, 1906, is \$1,471,208.47. Nothing is more apparent than that this money has been taken out of the poverty of the insular treasury to be delivered directly into the hands of manufacturers of cordage and other users of Philippine hemp in the United States for their enrichment. The cordage interests are prosperous and do not need this help; the Philippine Islands are poor. It is believed that legislation which takes money directly from the Philippine treasury and passes it over to a particular industry in the United States is not founded on sound principles of political economy or of justice to the Filipinos. We renew our recommendation for the repeal of this provision.

PUBLIC LANDS.

The Commission has heretofore repeatedly called attention to the provision of section 15 of the act of Congress of July 1, 1902, limiting the sale of any portion of the public domain to any individual to an amount exceeding 16 hectares or to any association or corporation to an amount exceeding 1,040 hectares. However beneficent the purposes that were in the minds of the legislators when these limitations were imposed, the practical effect has been to prevent the development of agricultural industry on any large scale in the islands. Most liberal provisions are made by the public-land act for the easy acquisition of homesteads by Filipinos or others, but there are very few instances of these provisions being taken advantage of. Down to June 30, 1906, but 805 applications have been received for homesteads throughout the whole islands, either from Filipinos or Americans, and during the last fiscal year not one sale of public lands was made nor one lease issued. The Filipino is not migratory like the American; he remains largely where his ancestors have lived before him and where the local ties are such that he is unwilling to disrupt them by seeking larger facilities or better lands or greater opportunities for enriching himself in new localities. The islands have many acres of arable and fertile land absolutely unoccupied. The people have no means of engaging in large industries, and it would be the greatest of boons if the lands could be more largely occupied and developed, and an example furnished to the inhabitants of what modern appliances and modern methods of cultivation can do and opportunities furnished for the employment of a large number of natives and the cultivation of large haciendas. Capital is not in the islands; it will not come without assurances of fair returns on money invested. The legislation referred to prohibits any such assurance, but, on the contrary, makes it certain that an industry thus established must be a failure. There is abundant land for the use of all the capital that can be coaxed into the islands, with limitations fairly liberal, and still leave more land for the Filipinos than will be occupied by them apparently for hundreds of years.

We respectfully but urgently renew our recommendation that this legislation be modified, and that firms, corporations, or associations be allowed to acquire public lands not exceeding 10,000 hectares for each individual, association, or corporation.

MINING LAWS.

The mineral resources of the islands have never been to the slightest degree, so far as we are aware, exploited or worked by Filipinos aside from the insignificant gatherings by Igorots of small handfuls of gold and small amounts of copper in the mountains of Luzon. The people have no knowledge of mining operations, no disposition to engage in explorations for the discovery of minerals or for the hazardous business of developing them; nor have they financial resources to enable them to do so. There are undoubtedly deposits of gold, copper, and of coal in the islands, but whether they are in such quantities and such locations that they can be profitably developed and brought into utility has not yet been determined, nor will it be determined probably in the lifetime of living men unless proper opportunities and facilities can be furnished for investigation, exploration, experimentation, and development. This work must be done primarily by Americans. If unsuccessful, Americans suffer the losses; if successful, they will make the profits, but they will thereby furnish remunerative employment to a great number of Filipinos and markets for large amounts of native products. The development of the mineral resources is of vital importance, particularly that of coal. If coal can be developed sufficient in quantity to warrant its working, every manufacturing industry in the islands will receive a stimulus and all navigation and transportation by steam will be immediately facilitated and cheapened. Should it be shown that the industry is a profitable one, there is no reason why enterprising Filipinos should not themselves engage in it. But they would be hampered, limited, and prevented from any successful enterprise by the stringent limitations imposed by the provisions of the act of Congress approved July 1, 1902, limiting the number of mining claims that may be owned by any one person

or corporation. Nor is any definite provision made for the granting of any licenses for exploration and mining of gold or other precious metals in navigable and shoal waters between low and mean high tide on shores, bays, and inlets of the islands. On the island of Masbate, particularly, considerable deposits of gold have been found in the shoal waters, and several hundred thousand dollars have already been expended in the introduction of machinery for dredging the streams, but apparently without adequate provision of law. It is believed that the act of Congress referred to should make specific provision on this subject, so that licenses, under proper restrictions, may be granted for the carrying on of what is being already done for the benefit of the islands without any definite authority of law.

It is most desirable, also, that the time within which one may perfect a coal claim and purchase the land should be extended. Careful exploration is necessary before making the final great expenditure involved in developing a coal mine. Great difficulty is involved in getting experts to come to the islands for the purpose of making explorations, in securing the services of diamond-drill men, etc., all of which necessarily results in the lapse of considerable time, if a thorough investigation is to be made as to the value of the claim before paying for it. There should be an extension of the time within which one may perfect a coal claim and purchase the land.

It is also desirable that that portion of the act of Congress which forbids the filing of more than one mining claim by an individual upon the same vein or lode be so amended as to prohibit the owning or holding of more than one mining claim at one time. This will enable a miner, if he ascertains that a claim on which he has filed is worthless, to abandon it and to file another claim upon a lode or deposit. The mining laws in general ought to be liberal in order to induce the exploration and development of the resources of the islands, instead of being surrounded by such restrictions as to make such development practically impossible.

SPECIFIC RECOMMENDATIONS.

The Commission begs to make the following specific recommendations, some of which, as above stated, are renewals of recommendations made in former reports:

First. Legislation which shall reduce the duties on sugar and tobacco exported from the Philippine Islands into the United States to not more than 25 per cent of the present rates fixed by what is known as the "Dingley tariff law."

Second. That the amount of land which may be acquired, owned, and used for agricultural purposes in the Philippine Islands by any individual or corporation be extended to 10,000 hectares.

Third. That that provision of the act of Congress which forbids the filing of more than one mining claim by the same individual or corporation upon a lode or deposit be amended so as to prohibit only the owning of more than one claim at any one time by the same individual or corporation upon a lode or deposit, and so as to make specific provision for the granting of licenses for the exploration of mining for gold and other precious metals by citizens of the United States or persons who have legally declared their intention to become such, or of the Philippine Islands, in navigable waters and all shoal waters between low and mean high tide upon shores, bays, and inlets of the Philippine Islands, subject to such limitations and regulations as may be provided by the government of the Philippine Islands, as to exempt navigation from artificial obstruction or to protect prior vested rights.

Fourth. That section 56 of the act of Congress approved July 1, 1902, entitled "An act temporarily to provide revenue for the Philippine Islands, and for other purposes," may be so amended as to extend the time for development and payment of coal claims to three years.

Fifth. That that portion of section 2 of the act of Congress approved March 8, 1902, entitled "An act temporarily to provide revenue for the Philippine Islands, and for other purposes," which requires that all export duties upon articles exported from the Philippine Islands and consumed in the United States shall be refunded, be repealed.

Sixth. That the Philippine government be authorized to establish in the islands an agricultural bank by private capital, the principal of which shall be guaranteed by the government of the Philippine Islands, and interest not to exceed 4 per cent per annum, with a limited total liability of the government during any single year not to exceed \$400,000, and the liability not to extend beyond twenty-five years.

Seventh. That the work of the coast and geodetic survey, light-house construction and service be paid for by appropriations made from the Treasury of the United States, the work to be carried on by the proper bureaus of the government of the Philippine Islands; that the expense of the quarantine service be borne by the Government of the United States, and that topographical surveys be authorized and made by the United States Government.

Eighth. That existing legislation by Congress be so modified as to leave the question of the absolute prohibition of the importation of opium, after March 1, 1908, to the determination of the insular authorities, as circumstances may require.

COMMERCE.

The report of the Philippine secretary of commerce for 1906 treats of the commerce of the islands as follows:

There is a tendency among the merchants of Manila to complain of bad times, and the newspapers are filled with statements that the financial and agricultural condition of the islands is critical. It is beyond question that many of the merchants have had difficulty in making both ends meet during the year just past and that the profits of some of the larger firms have been very small. There is no question but that there must be some hardships to existing industries with a change so radical as that which is now taking place in the Philippine Islands, viz, the opening of opportunities to the individual, the education of the poorer classes, the change in the fundamental system of government to one more democratic in theory, the improvement of the means of transportation, and the effect of bringing more modern methods of production and manufacture to these islands, the improved and cheaper system of communications, as the railroads, steamboats, telegraph, and telephone, and the improved port facilities, are sure to revolutionize business and business methods in the islands. Such a fundamental change as this severs old ties and undermines old systems, to replace which it takes time and necessitates a period of growth, during which it is probable that there will be more or less hardship felt in the commercial world, the one most directly affected by these changes.

In seeking for the cause of the undoubted depression that exists one finds that credits have been much curtailed, and, while the banks have had large reserves, it has been difficult for merchants to obtain large amounts of credit. It is believed that a thorough analysis of the situation will demonstrate that this hardness of money has had more to do with this feeling of depression and the bad times of which merchants complain than an actual shortage of production. It is true that the production has been somewhat reduced, but it is also true that prices have ranged in the more important products fairly high.

The very destructive typhoon which swept the islands on September 26, 1905, very materially reduced the crops in the eight provinces of Samar, Sorsogon, Albay, Ambos Camarines, Tayabas, Batangas, Laguna, and Cavite. The hemp destroyed has had a marked effect on the total production of hemp in the archipelago, showing a falling off of 17,986 tons, the total amount shipped during the six months ending June 30, 1906, being 48,227 tons, as opposed to 66,213 tons shipped for the corresponding period of the previous year. This shortage of hemp has resulted in an increased price, the price going from an average of P346 per ton in the first six months of 1905 to an average of P378 per ton in the first six months of 1906.

While the storm did not destroy many coconut trees, it shook off the growing nuts and greatly damaged the year's crop, particularly in Laguna. Apart from this difficulty there has been a drought in Mindanao, Cebu, and other of the southern islands, and somewhat of a pest of locusts which did considerable damage in some of the provinces directly north of Manila.

It must always be expected that each year will bring forth something that threatens or destroys part of the crop, but in spite of these troubles the gross exports of the islands, excluding currency, amounted to P63,836,760, as opposed to P64,711,730 for the previous year. For the eight fiscal years since American occupation the figures of exports and imports are as follows:

Year.	Imports.	Exports.	Total.
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
1899.....	26,233,134	29,280,334	55,513,468
1900.....	41,202,876	39,642,604	80,845,570
1901.....	60,552,400	46,445,696	106,998,096
1902.....	64,058,714	49,089,716	113,148,430
1903.....	65,956,800	66,300,240	132,257,130
1904.....	66,442,502	60,452,254	126,894,756
1905.....	61,758,096	64,711,730	126,469,826
1906.....	51,597,710	63,836,760	115,434,470

A comparison of these figures will show a state of continuous growth from 1900 to 1903, in which year the American troops were so heavily withdrawn from the islands, and then there was a slight falling off of imports and exports of about 4 per cent in 1904 over the preceding year, and less than 1 per cent in 1905. In 1906 the falling off amounted to about 9 per cent. As conditions were so unsettled in 1898 and 1899, it is not fair to draw comparisons, but the slight

decrease since the best year of American occupation is not enough to justify anybody saying the trade is paralyzed.

A further analysis of the imports reveals the fact that the imports of rice show the following totals by fiscal years:

1899.....	₱3,877,864	1903.....	₱30,122,646
1900.....	6,372,396	1904.....	23,097,628
1901.....	10,981,916	1905.....	14,913,476
1902.....	13,156,962	1906.....	8,743,964

It will be seen that of the falling off of imports in the past two years ₱14,844,792 is accounted for by the decrease in rice importation, leaving a net decrease of imports of all other commodities of ₱491,128, which can be taken as negligible. It will also be seen that the exports have decreased about 1 per cent, not a very considerable amount. It is a matter for great congratulation that the people of the islands should be raising their own food supplies.

In the United States the railroad earnings are ordinarily taken as a barometer of general prosperity. I beg to call attention to the comparative annual reports of gross earnings of the Manila and Dagupan Railway Company. During the past two years 80 miles have been constructed in addition to the 120 miles originally built, but as the completion of these lines has been only during the last half of the present fiscal year the result of their operations does not have a marked effect on these figures, which are fairly comparative for a given mileage:

Year.	Gross earnings.	Year.	Gross earnings.
1893.....	₱500,000	1900.....	₱725,000
1894.....	550,000	1901.....	1,300,000
1895.....	600,000	1902.....	1,200,000
1896.....	600,000	1903.....	1,575,000
1897.....	725,000	1904.....	1,475,000
1898.....	775,000	1905.....	1,694,000
1899.....	175,000		

The very small extent of territory covered by railroads in the Philippine Islands vitiates the use of these figures as a barometer of general prosperity, and they merely indicate that there is a sufficient increase of production and movement of freight in the six provinces traversed by the railroad to show that those provinces at least are not stagnant.

In the 1906 report of the Philippine secretary of finance occurs the following:

EXPORTS.

The total value of all exports from the islands for the fiscal year was ₱63,836,760, a decrease of ₱874,970 as compared with the preceding year. The decreases are in hemp and sugar, while there was an increase in the exports of copra and tobacco, hemp alone showing a loss of ₱5,398,944, and sugar an additional loss of ₱226,322, while copra shows an increase of ₱3,897,386 and tobacco ₱787,704.

The value of the total exports of sugar for the year was ₱9,727,730, of which ₱520,208 went to the United States. Practically no market, therefore, for Philippine sugar in the United States has been found during the past year.

The total value of exports of tobacco products during the year was ₱4,779,780, of which the United States received but ₱62,006.

BALANCE OF TRADE.

During the fiscal year 1906 the total value of imports was ₱51,597,704 and the exports ₱63,836,760, showing a balance in favor of the islands of ₱12,239,056, which is nearly ₱8,000,000 more than the record for any previous year. Had it not been for the destructive typhoon, which materially diminished the exports of hemp, the showing would have been probably ₱4,000,000 more favorable. Currency is excluded in statements of both imports and exports. During the whole period of American occupation the total imports into the Philippine Islands have amounted to ₱437,802,312, and of exports ₱419,758,814, showing for the whole period an excess of ₱18,043,898 of imports over exports.

TRADE WITH THE UNITED STATES.

The total value of imports for the fiscal year 1906 from the United States was ₱8,666,040, a decrease of ₱3,012,984 from the corresponding preceding year. The total value of Philippine products exported to the United States was ₱23,160,338, a decrease of ₱8,197,412 as compared with the corresponding preceding year.

While there has been a loss in the total of both the exports and imports, the United States has sustained a greater loss, relatively, than other countries from which Philippine imports are received and to which Philippine products go.

The use of flour in the Philippine Islands is increasing, but the total value of importations of this commodity from the United States during the last fiscal year was ₱892,154, showing a loss of ₱335,820 as compared with the year immediately preceding. This reduction may probably be attributed mainly to the prevalence of the boycott among the Chinese, the principal retailers in flour in the Philippine Islands.

The value of the importation of cotton goods from the United States during the last fiscal year was ₱557,592, showing a decrease of ₱970,584 from the value of the importations of the preceding year, or a loss of two-thirds, notwithstanding the fact that there has been an increase in the total imports of cotton goods during the same period. This reduction can doubtless, in considerable part, be also attributed to the Chinese boycott.

UNNECESSARY IMPORTATIONS.

It is doubtless true that many articles are imported into the Philippine Islands which ought to be produced here in sufficient quantities for the whole of the local consumption. Among these articles may be mentioned rice, to which reference has before been made; cattle (during the last fiscal year cattle, mainly for beef, were imported to the value of ₱848,452, while the islands abound in excellent grazing lands); lumber (the importations of this commodity by the Army, Navy, and insular government and private individuals amounting to millions of dollars in value, while the islands themselves have virgin forests of most valuable timber, possessing lasting qualities and of a durability not found in the timber of other sections of the world); eggs (of which ₱531,144 worth were imported last year, every peso of which is an unnecessary importation); fresh vegetables and fruits (great quantities of which are imported every year from China), and refined sugar (the whole of which should be produced and refined in the islands, instead of being exported in the form of raw sugar and again reimported as the refined product).

STATISTICAL TABLES.

VALUES OF PRINCIPAL AGRICULTURAL AND OTHER EXPORTS FROM PHILIPPINE ISLANDS IN SPECIFIED CALENDAR YEARS, 1854 TO 1905.
[From Census of Philippine Islands, 1903.]

YEAR.	PRINCIPAL AGRICULTURAL PRODUCTS EXPORTED.		ALL OTHER EXPORTS.		Total value of exports.	YEAR.	PRINCIPAL AGRICULTURAL PRODUCTS EXPORTED.		ALL OTHER EXPORTS.		Total value of exports.
	Values.	Per cent of total.	Values.	Per cent of total.			Values.	Per cent of total.	Values.	Per cent of total.	
	<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
1854.....	5,329,313	79.21	1,399,094	20.79	6,728,407	1882.....	17,806,869	96.53	639,946	3.47	18,446,815
1855.....	5,876,712	91.36	555,888	8.64	6,432,600	1883.....	21,037,177	91.43	1,972,093	8.57	23,009,270
1856.....	8,564,171	89.24	1,033,119	10.76	9,597,290	1884.....	15,086,813	76.09	4,740,579	23.91	19,827,392
1857.....	10,785,606	85.29	1,860,841	14.71	12,646,447	1885.....	17,423,515	85.00	3,073,901	15.00	20,497,416
1858.....	6,906,272	69.79	2,989,085	30.21	9,895,357	1886.....	14,594,281	72.60	5,509,278	27.40	20,103,559
1860.....	7,985,401	79.03	2,119,374	20.97	10,104,775	1887.....	17,676,451	90.94	1,761,443	9.06	19,437,894
1861.....	6,763,085	79.90	1,701,689	20.10	8,464,774	1888.....	18,706,583	96.35	708,368	3.65	19,414,951
1862.....	7,778,641	80.82	1,846,362	19.18	9,625,003	1889.....	24,076,954	93.81	1,587,383	6.19	25,664,337
1863.....	9,019,133	84.86	1,608,912	15.14	10,628,045	1890.....	18,896,151	88.14	2,556,633	11.86	21,452,784
1864.....	9,083,728	80.66	2,178,617	19.34	11,262,345	1891.....	19,347,762	92.63	1,538,669	7.37	20,886,431
1865.....	10,978,452	77.14	5,030,102	22.86	22,008,554	1892.....	18,630,367	97.24	527,987	2.76	19,158,354
1866.....	19,490,446	83.47	3,857,786	16.53	23,348,232	1893.....	21,174,160	95.21	1,066,390	4.79	22,240,550
1867.....	20,539,233	89.41	2,430,867	10.59	22,969,100	1894.....	15,752,190	95.26	783,022	4.74	16,535,212
1873.....	23,081,481	96.23	904,442	3.77	23,985,923	1895.....	14,892,462	79.06	3,944,916	20.94	18,837,378
1874.....	15,830,842	91.05	1,555,189	8.95	17,386,031	1898 ^a	14,962,329	96.07	203,027	3.93	15,165,356
1875.....	17,766,456	96.19	703,712	3.81	18,470,168	1899.....	14,186,438	95.55	660,144	4.45	14,846,582
1876.....	12,893,168	95.00	678,964	5.00	13,572,132	1900.....	21,159,718	92.04	1,830,655	7.96	22,990,373
1877.....	14,460,327	93.58	992,365	6.42	15,452,692	1901.....	22,854,974	93.27	1,648,379	6.73	24,503,353
1878.....	14,400,492	90.94	1,434,592	9.06	15,835,084	1902.....	27,360,475	95.43	1,311,429	4.57	28,671,904
1879.....	12,962,344	78.02	3,651,815	21.98	16,614,159	1903.....	30,389,131	93.90	2,007,615	6.10	32,396,746
1880.....	19,472,767	92.29	1,627,739	7.71	21,100,506	1904.....	27,279,999	93.59	1,869,501	6.41	29,149,500
1881.....	20,837,569	95.29	1,030,373	4.71	21,867,942	1905.....	31,669,528	94.67	1,785,246	5.33	33,454,774

^a Five months (August to December, inclusive).

^b Not including coconut oil, dyewoods, and indigo, the values of which are included with those for "all other exports."

^c Not including coconut oil and dyewoods, the values of which are included with those for "all other exports."

EXPORTS OF PRINCIPAL ARTICLES FROM PHILIPPINE ISLANDS IN SPECIFIED CALENDAR YEARS, 1854 TO 1905, AND IN FISCAL YEAR 1906.
HEMP.

YEAR.	RAW.		MANUFACTURES.		TOTAL.		Per cent of total value of exports.
	Quantity.	Values.	Quantity.	Values.	Quantity.	Values.	
	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	
1854.....	26,560,505	1,477,499	4,415,007	149,247	30,975,512	1,626,746	24.18
1855.....	41,264,093	2,698,320	2,628,236	107,439	43,892,329	2,805,759	43.62
1856.....	50,203,323	2,751,902	3,558,097	106,265	53,761,420	2,858,167	29.78
1857.....	61,528,774	2,723,392	2,996,428	231,685	64,525,202	2,955,077	23.37
1858.....	54,538,347	2,231,288	2,724,903	218,025	57,263,250	2,449,313	24.75
1860.....	57,735,421	1,899,848	3,003,876	347,183	60,739,297	2,247,031	22.24
1861.....	51,473,794	1,461,915	3,311,530	264,522	54,785,324	1,726,437	20.40
1862.....	65,968,054	1,830,550	4,280,898	340,923	70,257,952	2,171,473	22.56
1863.....	58,977,724	1,980,142	3,826,216	303,566	62,803,940	2,283,708	21.49
1864.....	62,184,749	2,687,961	2,448,052	170,811	64,632,801	2,858,772	25.38
1865.....	40,939,697	5,037,002	2,952,332	372,499	52,892,029	5,409,501	24.58
1866.....	55,312,462	6,799,671	1,594,329	284,532	56,906,791	7,084,203	30.35
1867.....	62,840,522	7,473,313	1,504,020	314,338	64,344,542	7,787,651	33.91
1873.....	^a 90,305,749	5,387,511	(^a)	(^a)	90,305,749	5,387,511	22.46
1874.....	91,419,028	4,717,031	5,167,020	198,765	96,586,048	4,915,796	28.27
1875.....	74,484,543	3,684,208	1,449,752	103,748	75,934,295	3,787,956	20.51
1876.....	85,811,824	3,635,300	2,085,728	125,483	87,897,552	3,760,783	27.71
1877.....	82,212,426	3,221,699	2,079,299	156,987	84,291,725	3,378,686	21.86
1878.....	100,269,388	3,599,013	4,478,266	303,226	104,747,654	3,902,239	24.64
1879.....	86,956,951	3,332,698	1,356,927	96,699	88,313,878	3,429,397	20.64
1880.....	112,105,627	4,820,058	1,453,720	111,824	113,559,347	4,931,882	23.37
1881.....	130,927,796	7,908,874	1,257,707	121,916	132,185,503	8,030,790	36.72
1882.....	100,725,672	6,102,996	1,310,597	127,734	102,036,269	6,230,730	33.78
1883.....	108,366,679	6,583,252	898,117	82,019	109,264,796	6,665,271	28.97
1884.....	111,938,790	6,236,393	683,261	64,215	112,622,051	6,300,608	31.78
1885.....	117,003,115	5,495,300	576,038	43,330	117,579,153	5,538,630	27.02
1886.....	106,358,041	4,337,838	672,211	41,118	107,030,252	4,378,956	21.78
1887.....	163,984,327	8,157,310	356,883	27,353	164,341,210	8,184,663	42.11
1888.....	180,094,363	8,105,289	281,810	22,024	180,376,173	8,127,313	41.86
1889.....	159,195,793	10,399,783	7,356,882	72,640	166,552,675	10,472,423	40.81
1890.....	104,122,751	6,927,249	9,065,778	566,946	113,188,529	7,494,195	34.77
1891.....	187,188,181	10,327,905	(^b)	(^b)	187,188,181	10,368,356	49.64
1892.....	155,405,519	6,884,515	235,010	18,297	155,640,529	6,902,812	36.03
1893.....	206,665,430	7,698,420	326,616	24,228	206,992,046	7,722,648	34.72
1894.....	212,739,048	7,240,938	397,505	21,458	213,136,553	7,262,396	43.92
1895.....	^a 236,628,428	6,521,509	(^a)	(^a)	236,628,428	6,521,509	34.62
1898 ^c	59,830,399	3,039,767	(^b)	1,200	59,830,399	3,040,967	58.87
1899.....	154,667,520	7,963,574	(^b)	29,819	154,667,520	8,023,393	54.04
1900.....	200,341,120	13,200,400	(^b)	^d 10,441	200,341,120	13,300,841	57.85
1901.....	278,335,679	15,976,640	(^b)	15,395	278,335,679	15,992,035	65.26
1902.....	249,760,000	19,290,610	(^b)	19,489	249,760,000	19,310,099	67.35
1903.....	308,564,480	22,000,588	(^b)	31,131	308,564,480	22,031,719	68.00
1904.....	272,466,880	20,944,177	(^b)	34,283	272,466,880	20,978,460	71.97
1905.....	287,577,920	21,757,344	(^b)	24,459	287,577,920	21,781,803	65.11

^a The quantity of manufactured hemp is included with that of raw hemp, not having been separately reported.

^b Manufactured quantity not specified.

^c Five months (August to December, inclusive).

^d Six months ending December, 1900.

THE COMMERCIAL PHILIPPINES IN 1906.

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EXPORTS OF PRINCIPAL ARTICLES FROM PHILIPPINE ISLANDS IN SPECIFIED CALENDAR YEARS, 1854 TO 1905, AND IN FISCAL YEAR 1906—Continued.

SUGAR.

YEAR.	Quantity.	Value.	Per cent of total value of exports.	YEAR.	Quantity.	Value.	Per cent of total value of exports.
	<i>Pounds.</i>	<i>Dollars.</i>			<i>Pounds.</i>	<i>Dollars.</i>	
1854	105,168,469	2,225,022	33.07	1883	433,941,524	10,546,185	45.83
1855	78,418,076	1,725,630	26.83	1884	268,244,105	6,013,982	30.33
1856	106,167,418	3,705,434	38.61	1885	450,228,879	8,646,735	42.18
1857	80,787,336	4,576,531	36.19	1886	407,717,730	7,016,348	34.90
1858	60,157,634	2,249,195	22.73	1887	376,444,815	6,153,511	31.66
1859	109,788,671	4,136,296	40.93	1888	354,913,911	6,274,385	32.32
1861	101,507,363	3,166,678	37.41	1889	303,682,477	5,098,548	35.45
1862	136,541,588	3,561,289	37.00	1890	319,317,533	7,266,798	33.72
1863	114,775,708	3,341,056	31.44	1891	304,714,598	5,698,949	27.29
1864	99,287,037	3,513,603	31.20	1892	557,318,903	7,766,326	40.54
1865	103,245,027	6,383,629	29.01	1893	576,551,183	10,370,574	46.63
1866	91,024,096	6,039,496	25.88	1894	464,391,023	5,474,422	33.11
1867	123,635,864	6,526,351	28.42	1895	752,803,783	6,068,485	32.22
1873	187,854,669	13,970,243	58.24	1896 ^a	18,662,420	394,680	7.64
1874	223,482,899	6,104,729	35.11	1899	189,215,450	3,458,370	23.29
1875	282,435,764	9,028,775	48.88	1900	149,719,971	2,397,144	10.43
1876	287,804,287	6,773,177	49.91	1901	125,381,318	2,549,147	10.40
1877	271,153,187	8,309,585	53.77	1902	217,365,785	3,342,473	11.66
1878	269,012,397	7,496,824	47.34	1903	188,069,955	3,324,554	10.26
1879	290,697,297	8,846,510	41.21	1904	191,917,157	3,092,734	10.61
1880	399,452,085	10,265,788	48.65	1905	239,196,273	5,073,233	15.16
1881	460,333,589	11,035,833	50.47	1906 ^b	277,289,222	4,863,865	15.24
1882	331,621,172	7,972,780	43.22				

^a Five months (August to December, inclusive).

^b Fiscal year ending June 30, 1906.

TOBACCO.

YEAR.	LEAF.		MANUFACTURED.		TOTAL.		Per cent of total value of exports.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	
1854	9,270,702	789,720	^a 85,314,000	361,506	^b 9,270,702	1,151,226	17.11
1855	5,563,272	467,610	(c)	410,780	^b 5,563,272	878,390	13.66
1856	12,073,997	1,136,161	^d 150,083	353,970	^b 12,073,997	1,490,131	15.63
1857	13,885,106	1,455,171	^a 131,502,000	1,140,291	^b 13,885,106	2,595,402	20.52
1858	8,401,923	876,551	^a 97,512,000	836,926	^b 8,401,923	1,713,477	17.32
1860	2,069,376	157,382	^a 117,396,000	1,025,760	^b 2,069,376	1,183,142	11.71
1861	2,717,172	226,963	(c)	973,267	^b 2,717,172	1,200,230	14.18
1862	7,334,111	1,086,018	^a 57,556,000	492,099	^b 7,334,111	1,578,117	16.39
1863	8,359,468	1,086,018	^a 214,354,000	1,816,121	^b 8,359,468	2,902,139	27.31
1864	6,182,970	1,241,977	^a 64,569,000	737,520	^b 6,182,970	1,979,497	17.58
1865	6,985,123	2,216,843	^a 72,802,000	1,627,128	^b 6,985,123	3,843,971	17.47
1866	8,711,761	2,540,571	^a 180,709,000	2,159,731	^b 8,711,761	4,700,302	20.14
1867	10,593,154	2,999,117	^a 67,012,000	1,789,458	^b 10,593,154	4,788,575	20.85
1873	5,919,415	1,414,686	^a 108,580,000	900,066	^b 5,919,415	2,314,752	9.65
1874	10,013,049	2,210,633	^a 95,027,000	1,266,183	^b 10,013,049	3,476,816	20.00
1875	12,428,283	2,471,432	^a 83,287,000	940,655	^b 12,428,283	3,412,187	18.47
1876	1,546,558	369,972	(c)	719,845	^b 1,546,558	1,089,817	8.02
1877	4,774,577	356,437	^a 112,051,000	1,383,647	^b 4,774,577	1,175,686	7.61
1878	2,104,511	498,832	^a 194,654,000	1,061,749	^b 2,104,511	1,882,479	11.89
1879	23,602,450	129,030	^a 3,753,235	1,896,620	^b 23,602,450	1,190,779	7.17
1880	917,308	331,462	^a 2,802,375	123,090	^b 917,308	2,228,082	10.56
1881	3,335,968	593,941	^a 3,714,255	388,039	^b 3,335,968	717,031	3.28
1882	12,474,982	1,960,123	^a 1,750,331	1,345,810	^b 12,474,982	2,348,132	12.73
1883	7,420,990	1,242,138	^a 1,763,885	1,102,439	^b 7,420,990	2,587,948	11.25
1884	2,747,967	483,565	^a 2,145,021	1,005,753	^b 2,747,967	1,580,004	8.00
1885	12,855,858	1,285,567	^a 1,799,941	1,249,553	^b 12,855,858	15,000,879	21.32
1886	11,242,618	759,542	^a 1,604,329	917,894	^b 11,242,618	13,042,559	9.99
1887	9,455,634	640,366	^a 3,720,935	1,109,512	^b 9,455,634	11,059,963	8.02
1888	21,476,444	1,341,040	^a 2,711,951	850,509	^b 21,476,444	25,197,379	12.62
1889	20,147,092	1,404,372	^a 2,748,777	801,907	^b 20,147,092	22,859,043	8.79
1890	19,443,666	1,321,073	^a 3,519,342	981,189	^b 19,443,666	22,498,221	11.46
1891	19,992,014	1,553,811	^a 2,833,116	969,609	^b 19,992,014	22,740,791	10.30
1892	26,755,841	1,464,091	^a 2,522,867	872,903	^b 26,755,841	30,275,183	13.23
1893	23,687,530	1,702,641	^a 2,915,581	1,164,376	^b 23,687,530	26,520,646	10.04
1894	15,474,345	1,111,716	(c)	948,458	^b 15,474,345	17,997,212	9.53
1895	22,177,002	450,750	(c)	1,154,412	^b 22,177,002	25,092,583	12.08
1898 ^e	4,446,142	776,841	(c)	1,227,332	^b 4,446,142	1,390,208	27.09
1899	14,050,310	1,033,900	(c)	1,883,456	^b 14,050,310	1,931,253	13.01
1900	22,028,546	748,485	(c)	1,007,458	^b 22,028,546	2,261,232	9.84
1901	17,361,566	955,166	(c)	992,616	^b 17,361,566	2,631,941	10.74
1902	20,196,283	954,259	(c)	1,029,231	^b 20,196,283	1,962,624	6.85
1903	19,249,094	989,514	(c)	914,291	^b 19,249,094	1,946,875	6.01
1904	18,640,377	1,367,212	(c)	931,232	^b 18,640,377	2,018,745	6.92
1905	19,830,072	1,458,658	(c)		^b 19,830,072	2,281,503	6.82
1906 ^f	21,359,892					2,389,890	7.49

^a Cigars.

^b Pounds of raw tobacco only.

^c Quantities not specified.

^d Boxes.

^e Five months (August to December, inclusive).

^f Fiscal year ending June 30, 1906.

THE COMMERCIAL PHILIPPINES IN 1906.

EXPORTS OF PRINCIPAL ARTICLES FROM PHILIPPINE ISLANDS IN SPECIFIED CALENDAR YEARS, 1854 TO 1905, AND IN FISCAL YEAR 1906—
Continued.

COFFEE.

YEAR.	Quantity.	Value.	Per cent of total value of exports.	YEAR.	Quantity.	Value.	Per cent of total value of exports.
	Pounds.	Dollars.			Pounds.	Dollars.	
1854.....	1,879,578	145,344	2.16	1882.....	12,352,244	1,041,317	5.64
1855.....	1,246,479	109,272	1.70	1883.....	16,805,201	1,120,328	4.87
1856.....	2,641,336	215,120	2.24	1884.....	16,599,677	1,286,402	6.49
1857.....	2,701,323	205,055	1.62	1885.....	12,054,378	818,453	3.99
1858.....	3,241,240	308,646	3.12	1886.....	15,776,973	1,058,479	5.27
1860.....	1,994,861	192,805	1.91	1887.....	10,908,244	1,611,171	8.29
1861.....	4,600,206	432,419	5.11	1888.....	13,865,292	1,501,239	7.73
1862.....	2,595,544	266,500	2.77	1889.....	13,709,647	1,818,050	7.08
1863.....	2,574,953	326,964	3.08	1890.....	9,876,317	1,588,803	7.37
1864.....	3,976,955	528,511	4.69	1891.....	6,264,437	956,419	4.58
1865.....	4,112,527	866,566	3.94	1892.....	2,994,671	434,423	2.27
1866.....	3,749,026	879,734	3.77	1893.....	642,595	103,456	.47
1867.....	4,932,859	1,119,447	4.87	1894.....	1,329,718	177,518	1.07
1873.....	6,828,457	1,100,461	4.59	1895.....	381,991	12,549	.07
1874.....	6,292,524	990,574	5.70	1898 ^a	4,184	837	.02
1875.....	9,244,368	1,194,260	6.47	1899.....	75,646	12,132	.08
1876.....	8,359,136	1,018,307	7.50	1900.....	29,826	3,142	.01
1877.....	9,942,168	1,349,176	8.73	1901.....	68,228	5,437	.02
1878.....	5,361,245	711,967	4.50	1902.....	16,459	2,432	.01
1879.....	8,552,195	986,680	5.94	1903.....	8,337	1,095	(^b)
1880.....	11,309,106	1,677,198	7.95	1904.....	22,492	3,153	(^b)
1881.....	12,270,261	853,531	3.90	1905.....	13,736	2,482	(^b)

COPRA AND COCOANUTS.

1854.....	(^c)	18,479	0.27	1882.....	^e 763,000	7,817	0.04
1855.....	(^d)	97,488	1.52	1883.....	^e 1,314,892	14,169	.06
1856.....	(^d)	14,100	.15	1886.....	^e 584,851	5,778	.03
1857.....	(^d)	81,980	.65	1887.....	^e 2,367,503	36,228	.19
1858.....	(^d)	53,249	.54	1888.....	^e 6,500,282	131,418	.68
1860.....	(^d)	21,187	.21	1889.....	^e 8,377,983	209,763	.82
1861.....	(^d)	29,966	.35	1890.....	(^d)	85,785	.40
1865.....	^e 55,807	1,716	.01	1892.....	(^d)	743,700	3.88
1866.....	^f 81,145	3,030	.01	1893.....	(^d)	414,720	1.86
1867.....	^f 115,532	4,752	.02	1894.....	(^d)	1,171,721	7.09
1873.....	^e 379,000	3,964	.02	1898 ^a	^g 5,498,453	^h 126,637	2.45
1874.....	^e 1,056,000	13,605	.08	1899.....	^g 33,848,610	^h 727,256	4.90
1875.....	(^d)	3,174	.02	1900.....	^g 143,058,696	^h 3,184,853	13.85
1876.....	(^d)	3,143	.02	1901.....	^g 71,688,682	^h 1,627,200	6.64
1877.....	^e 180,557	1,312	.01	1902.....	^g 130,571,522	^h 2,701,783	9.42
1878.....	^e 488,495	7,432	.05	1903.....	^g 181,117,084	3,820,060	11.79
1879.....	^e 1,304,299	13,639	.08	1904.....	^g 85,036,548	1,981,823	6.80
1880.....	^e 1,362,825	13,284	.06	1905.....	^g 122,903,419	3,244,747	9.70
1881.....	^e 1,559,947	12,593	.06	1906 ⁱ	^j 145,851,913	4,043,115	.....

COCOANUT OIL.

1854.....	^k 54,900	9,194	0.14	1883.....	838	44	(^m)
1855.....	(^l)	3	(^m)	1884.....	72,340	2,672	0.01
1856.....	ⁿ 5,290	14,816	.15	1885.....	317,460	11,332	.06
1860.....	(^d)	19,858	.20	1886.....	588,769	14,703	.07
1861.....	(^d)	1,920	.02	1887.....	750,655	21,116	.11
1862.....	(^d)	11,455	.12	1888.....	1,263,615	21,813	.11
1863.....	770,741	13,734	.13	1889.....	3,368,091	73,223	.29
1864.....	201,157	7,041	.06	1890.....	915,237	27,289	.13
1865.....	(^l)	6,824	.03	1892.....	1,880,092	50,733	.26
1866.....	^o 5,427	1,624	.01	1893.....	323,135	10,337	.05
1867.....	12,767	1,945	.01	1894.....	1,007,127	30,321	.18
1873.....	15,869	438	(^m)	1898 ^a	^p 14,733	^q 5,415	.10
1874.....	4,347	699	(^m)	1899.....	^p 16,705	^q 4,923	.03
1876.....	15	15	(^m)	1900.....	^p 37	105	(^m)
1877.....	^r 50,732	2,147	.01	1901.....	^p 65	20	(^m)
1878.....	819,811	36,645	.23	1902.....	^p 803	346	(^m)
1879.....	2,809,218	163,887	.99	1903.....	^p 254	81	(^m)
1880.....	755,565	36,821	.17	1904.....	^p 9	5	(^m)
1881.....	142,479	5,007	.02	1905.....	^p 2,727	899	(^m)
1882.....	1,761	142	(^m)				

^a Five months (August to December, inclusive).^b Less than one-tenth of 1 per cent.^c Quantity not reported.^d Quantity in doubt.^e Number of nuts.^f Pounds of copra.^g Pounds of copra. Quantities of cocoanuts not reported.^h Includes values of copra and cocoanuts.ⁱ Fiscal year ended June 30, 1906.^j Quantity and value of copra only.^k Cantas.^l Quantity not specified.^m Less than one-hundredth of 1 per cent.ⁿ Tinajas.^o Liters.^p Gallons.^q Includes all oil exported. Coconut oil not separately reported.

THE COMMERCIAL PHILIPPINES IN 1906.

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VALUES OF TOTAL IMPORTS AND EXPORTS OF THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1855 TO 1905, AND IN THE FISCAL YEAR 1906, BY COUNTRIES OF ORIGIN AND DESTINATION.

[Compiled by the Insular Bureau of the War Department. 1855 to 1894, gold and silver included; 1900 to 1904, coin movement and United States Government supplies are excluded. Figures prior to 1900 are taken from "Estadística general del comercio exterior de las Islas Filipinas," issued by the Spanish Government.]

IMPORTS.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hong-kong. ^a	Japan.	British East Indies.	French East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1855												^b 5,040,709
1856	294,454	2,653,265			302,175	3,354,747			588,016		156,315	7,345,972
1857	398,585	3,673,790	120,257		904,577	4,085,699			1,026,271		322,280	10,531,459
1858	45,762	3,840,584	123,157	1,200	467,827	908,525			370,024		366,309	6,123,448
1859												^b 6,704,208
1860	403,368	5,479,299	161,058	28,301	644,305	2,020,379			448,092	3,405	93,114	9,281,321
1861	70,944	7,158,154			525,579	2,230,209			537,518	11,503	91,217	10,625,124
1862	94,270	2,988,505	255,531	22,831	1,160,043	2,230,554			339,708	6,504	246,410	7,344,356
1863	146,657	2,646,112	74,664	13,169	658,605	3,630,813			536,936	120	183,496	7,890,572
1864	152,372	3,774,144	226,000	86,197	912,621	5,826,389			398,731		146,460	11,522,074
1865	160,276	3,991,372	292,004		497,419	4,000,293			285,234		164,362	9,390,960
1866	87,976	5,354,412	6,006	82	350,051	^c 2,862,334		(^d)	447,460		208,081	9,316,402
1867	29,999	4,443,587	141,151		343,003	^c 2,570,333		(^d)	195,849		200,483	7,924,405
1868												(^e)
1869												(^e)
1870												(^e)
1871												(^e)
1872												^b 23,027,505
1873	32,132	3,634,792	227,335	16,117	514,522	^c 399,383		(^d)	8,171,979	159,921	326,012	131,482,193
1874	71,984	3,492,349	135,286		443,490	498,093		12,878	8,574,411	349,844	194,440	13,772,775
1875	137,828	2,990,633	256,418		624,123	445,998		417	7,305,543	34,244	126,786	11,921,990
1876	71,920	2,856,999	202,798		550,032	1,324,648		29,214	5,830,839	5,284	96,518	10,968,252
1877	141,632	4,536,695	295,590		908,204	1,171,265		65,984	10,718,841	508,024	95,621	18,441,856
1878	121,152	3,787,311	199,237		685,296	1,259,991		297,174	8,553,184	246,407	517,568	15,667,320
1879	194,717	2,823,434	204,536		697,325	897,805		51,023	10,233,159	568,548	71,310	15,921,857
1880	442,132	5,740,089	256,471		749,854	691,205		45,614	14,714,459	164,124	140,039	22,943,987
1881	771,266	5,297,873	485,766		1,365,661	555,103		793	9,953,207	512	61,535	18,491,716
1882	1,377,863	5,899,064	608,637	967	2,040,195	471,918		457	8,408,755	131,563	25,181	18,964,600
1883	868,049	5,042,505	216,960	169,720	675,382	426,218		1,115	10,324,858	803,829	30,696	18,559,332
1884	398,215	5,168,087	1,298,010	323,123	879,103	646,660		7,618	7,171,697	1,644,227	1,011,228	18,547,968
1885	129,117	6,935,859	1,063,219	365,739	1,477,277	406,102		990	4,783,174	489,713	395,329	16,046,519
1886	424,697	5,366,384	1,158,662	292,825	1,425,708	490,319		157	5,259,945	862,975	415,882	15,697,554
1887	403,034	4,859,600	517,340	217,226	1,913,737	390,610		62	3,936,590	877,763	382,290	13,498,252
1888	462,936	7,174,927	874,286	432,686	659,771	3,280,205		78,900	1,007,715	1,185,387	495,047	15,651,860
1889	558,255	5,583,293	1,380,664	678,254	1,021,443	4,315,168		13,782	1,990,739	2,058,608	621,110	18,221,316
1890	540,506	5,767,568	185,454	22,166	1,124,859	3,903,722		31,193	2,541,158	1,558,423	598,296	16,273,345
1891	347,338	5,122,687	312,002	171,888	3,376,257	3,534,735		38,861	1,812,692	1,711,893	369,851	16,798,294
1892	208,392	5,196,192	527,587	272,866	4,397,642	3,029,940		37,972	987,652	1,003,074	653,584	16,314,901
1893	956,706	4,247,883	1,246,248	477,026	5,104,875	2,237,471		182,678	158,741	517,933	760,941	15,890,502
1894	362,878	3,526,211	928,003	398,197	5,244,459	2,296,176		86,247	220,181	443,723	744,552	14,250,717
1900	2,153,198	5,576,931	1,631,816	978,095	1,989,235	3,127,569	4,610,913	441,319	1,745,124	760,084	1,849,495	24,863,779
1901	3,534,255	5,692,579	2,205,695	1,907,074	1,934,251	3,884,966	1,165,738	1,061,131	3,384,065	2,359,039	3,033,678	30,162,471
1902	4,153,174	5,639,274	2,262,039	1,204,727	2,917,546	4,938,185	1,531,358	726,637	1,668,326	5,575,199	2,725,701	33,342,166
1903	3,837,100	4,619,133	1,761,996	1,292,154	2,045,965	4,628,431	510,042	811,737	2,715,524	8,168,721	3,420,581	33,811,384
1904	5,098,820	4,341,024	1,454,822	853,176	2,002,853	3,093,082	308,417	835,012	2,107,698	6,375,522	3,107,305	29,577,731
1905	5,589,946	5,105,907	1,435,808	899,043	1,971,631	2,860,911	226,495	832,557	1,909,718	5,347,130	3,871,404	30,050,550
1906	4,333,893	5,224,020	1,360,961	833,858	1,787,310	2,654,214	304,291	657,386	1,515,042	3,854,217	3,274,074	25,799,266

^a Hongkong included under China from 1856 to 1867 and from 1888 to 1894; under British East Indies from 1873 to 1887.

^b Distribution by countries not reported.

^c Includes Cochin China and Japan, not separately reported.

^d Included under China.

^e Figures not available.

^f Of which \$1,523,668 was from Australasia.

THE COMMERCIAL PHILIPPINES IN 1906.

VALUES OF TOTAL IMPORTS AND EXPORTS OF THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1855 TO 1905, AND IN THE FISCAL YEAR 1906, BY COUNTRIES OF ORIGIN AND DESTINATION—Continued.

EXPORTS.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hong-kong. ^a	Japan.	British East Indies.	Australasia.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1855.												^b 6,269,630
1856.	3,562,483	2,137,705		76,626	1,365,677	884,667			104,073	1,309,946	203,606	9,644,783
1857.	3,277,686	2,230,032		101,090	1,882,373	1,388,131			674,152	2,871,974	219,820	12,645,258
1858.	2,262,615	1,766,757		173,386	1,109,691	2,762,347		988	330,736	1,035,007	479,039	9,920,566
1859.												^b 9,709,586
1860.	3,165,595	2,509,931		85,092	433,899	2,229,016			502,879	890,253	282,404	10,099,069
1861.	1,444,337	2,721,869	40	156,104	453,706	1,765,140			291,068	1,303,824	308,522	8,444,610
1862.	1,509,535	3,371,929	38,654	117,880	1,184,264	1,501,742		999	149,630	1,452,952	241,058	9,628,643
1863.	1,532,503	2,604,031		114,022	1,205,948	3,861,900			1,174,365		137,288	10,630,057
1864.	2,719,113	4,159,369		97,811	557,798	2,918,876			216,169	428,337	167,003	11,264,476
1865.	2,841,741	2,235,894		178,066	1,411,050	3,965,896			310,722	472,930	183,791	11,000,090
1866.	3,802,818	3,378,408	2,373	87,896	867,389	^c 2,109,087		(^d)	1,058,206		361,830	11,668,007
1867.	3,423,496	3,556,024		104,263	1,286,639	^c 1,950,426		(^d)	337,416	373,535	455,753	11,487,552
1868.												(^e)
1869.												(^e)
1870.												(^e)
1871.												(^e)
1872.												^b 17,071,451
1873.	7,942,979	9,638,598		138,434	1,923,337	^c 214,039		(^d)	3,405,482		730,111	23,992,980
1874.	5,341,238	6,096,230			1,619,735	59,240		302	3,413,188	559,265	300,294	17,389,492
1875.	5,786,136	8,120,024			1,760,828	40,854			2,057,168	614,533	86,841	18,466,384
1876.	5,568,177	4,713,913			461,361	62,218			2,558,650	130,570	81,663	13,576,582
1877.	5,941,074	5,765,871			626,259	4,133		19	2,975,549	28,376	104,866	15,446,147
1878.	5,116,346	4,556,648			906,545	140,176			4,623,199	238,930	246,252	15,828,096
1879.	4,330,353	4,602,269		123,715	913,600	90,246		32,592	6,247,709	186,437	85,337	16,612,278
1880.	9,375,742	5,463,720	54,453		1,002,627	35,607		4,055	4,589,371	167,063	412,619	21,105,257
1881.	8,217,141	8,315,455			973,330	60,829		77,322	4,054,889	124,449	51,900	21,875,315
1882.	6,674,704	6,234,798			2,237,629	12,660			3,027,884	139,153	113,785	18,440,613
1883.	10,482,104	5,319,478			2,484,572	12,434			4,437,402	226,322	15,301	22,977,613
1884.	6,856,540	3,339,765	873		3,601,039	29,636		49	5,700,872	176,426	88,183	19,793,383
1885.	8,411,697	2,863,552	811	54,142	3,016,877	55,526		33,067	6,003,551		112,211	20,551,434
1886.	6,665,609	1,937,289	487	12,086	5,383,615	52,298		1,757	5,417,461		643,245	20,113,847
1887.	9,040,192	2,839,190	3,927	17,922	1,765,491	64,236		20,936	5,379,923		316,180	19,447,967
1888.	6,947,793	4,551,606	21,476	8,769	2,340,146	3,722,316		4,937	1,648,176	221	158,994	19,404,434
1889.	8,593,380	6,704,031	71,130	5,029	2,246,691	5,899,079		2,528	936,259	86,268	1,126,927	25,671,322
1890.	3,212,422	5,966,071	33,657	5,200	2,302,502	7,516,363		1,251	1,172,250	247	1,337,578	21,547,541
1891.	4,389,609	8,939,868	12,530	64,486	2,076,625	3,322,538		44,920	828,494	9,950	1,189,339	20,878,359
1892.	2,903,648	6,371,119			1,839,109	5,778,448		128,023	1,574,910		568,693	19,163,950
1893.	2,994,897	9,959,945	19,728	241,844	1,919,253	4,866,640		305,682	513,885	46,579	1,314,766	22,183,223
1894.	3,683,092	4,335,089	14,398	615,402	1,424,449	3,375,546		617,539	842,432	1,278,259	355,636	16,541,842
1900.	2,960,851	8,105,220	126,729	2,533,607	1,566,972	238,827	3,870,994	794,453	1,009,388	621,892	1,161,440	22,990,373
1901.	4,546,292	11,126,226	81,432	1,323,513	1,263,150	118,003	2,924,974	1,584,218	728,163	621,200	186,182	24,503,353
1902.	11,475,948	8,017,526	99,791	2,315,788	749,829	675,974	3,000,266	708,345	816,244	285,682	526,511	28,671,904
1903.	13,071,426	9,464,630	309,033	3,094,211	860,575	438,668	1,854,608	1,628,889	662,698	395,614	616,394	32,396,746
1904.	11,654,968	9,035,479	134,769	1,588,851	1,164,448	862,531	2,209,562	821,978	644,267	465,386	567,251	29,149,500
1905.	14,840,407	8,207,351	338,755	2,223,228	1,662,058	923,506	2,804,053	651,162	645,736	493,364	665,154	33,547,774
1906.	11,579,411	7,499,627	459,426	2,703,328	1,803,055	1,705,980	3,658,781	532,245	663,487	402,062	849,732	31,917,134

^a Hongkong included under China from 1856 to 1867 and from 1888 to 1894; under British East Indies from 1873 to 1887.

^b Distribution by countries not reported.

^c Includes Cochin China and Japan, not separately reported.

^d Included under China.

^e Figures not available.

THE COMMERCIAL PHILIPPINES IN 1906.

35

IMPORTS OF PRINCIPAL ARTICLES INTO THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1885 TO 1905, BY COUNTRIES OF ORIGIN.

[Compiled by the Bureau of Insular Affairs, War Department.]

PAPER AND PAPER MANUFACTURES.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	1,444	30,254	37,579	15,042	83,234	197,802	.....	36,841	23,750	425,946
1886.....	17	32,516	71,137	7,524	78,679	162,736	.....	46,873	39,107	438,589
1887.....	1	43,505	36,821	16,397	46,158	164,645	.....	43,332	49,413	400,272
1888.....	.....	46,131	68,438	15,068	89,954	107,619	.....	11,976	40,782	379,968
1889.....	10	31,223	75,394	18,679	58,049	134,447	.....	9,073	65,086	391,961
1890.....	.....	91,433	2,634	229	108,247	181,109	.....	9,272	49,347	442,271
1891.....	.....	80,468	18,612	8,777	163,748	252,278	.....	4,650	25,851	554,384
1892.....	12	41,604	17,308	37,774	201,173	209,787	.....	3,013	28,103	538,774
1893.....	284	15,187	44,590	34,409	201,051	100,601	.....	99	36,967	433,188
1894.....	110	14,326	44,024	29,586	233,201	103,545	.....	117	19,289	444,198
1900.....	62,764	16,049	84,168	73,421	103,855	19,408	24,407	3,156	75,877	463,105
1901.....	299,541	23,385	103,911	75,614	143,212	42,138	1,951	5,985	82,856	778,593
1902.....	172,793	24,882	61,760	85,845	138,063	46,881	7,338	8,050	67,287	612,899
1903.....	146,668	33,089	57,868	123,151	130,478	43,608	4,290	1,972	66,534	607,658
1904.....	309,130	37,104	70,427	97,674	166,231	34,179	13,342	3,982	80,103	812,172
1905.....	128,599	28,069	41,389	58,501	68,905	28,766	1,609	4,865	92,488	453,191

WOOD AND WOOD MANUFACTURES.

1885.....	6,285	59,903	85,162	33,398	19,612	14,013	.....	68,571	15,384	302,328
1886.....	10,865	142,530	122,649	92,781	19,566	10,290	.....	114,773	92,706	606,160
1887.....	9,387	64,674	23,909	13,576	18,476	6,197	.....	62,583	23,798	222,600
1888.....	908	66,061	47,281	17,130	24,823	23,230	.....	11,066	40,748	231,247
1889.....	617	21,522	62,262	27,812	5,809	99,327	.....	15,682	24,738	257,769
1890.....	4,715	124,675	13,914	2,719	19,254	156,418	.....	17,641	60,293	399,629
1891.....	404	23,661	4,083	469	31,875	141,290	.....	55,000	12,406	269,188
1892.....	538	7,608	4,162	2,769	33,133	36,105	.....	197	3,874	88,386
1893.....	546	4,833	14,884	2,486	10,686	26,592	.....	89	3,745	83,861
1894.....	100	8,628	12,285	3,104	31,893	20,796	.....	115	2,477	79,398
1900.....	10,692	8,557	56,171	11,042	16,198	8,604	36,030	43,568	32,642	223,504
1901.....	81,716	14,905	86,237	23,556	14,614	41,643	14,932	123,917	131,052	532,572
1902.....	230,803	14,860	65,135	13,350	18,696	21,459	20,743	49,061	40,131	474,238
1903.....	225,704	8,406	83,172	16,415	15,856	23,333	14,900	28,316	123,608	539,710
1904.....	310,197	3,763	52,157	7,729	4,933	22,605	10,919	24,194	187,321	623,818
1905.....	206,819	7,437	31,757	12,384	6,629	21,183	8,234	33,216	169,486	497,145

OILS.

YEAR.	United States.	United Kingdom.	Spain.	Russia.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	80,032	33,313	.....	.....	.....	.....	23,968	90	137,403
1886.....	347,666	492	.....	.....	.....	.....	79,210	50	427,418
1887.....	340,475	697	.....	.....	.....	.....	5,160	.....	346,332
1888.....	279,256	.....	.....	.....	49,158	.....	49	7	328,470
1889.....	383,039	141	.....	.....	110,740	.....	15	63	493,998
1890.....	527,169	125	82	.....	455,674	.....	114	3,243	986,407
1891.....	273,800	20,596	213	.....	194,913	.....	5,340	91,431	586,293
1892.....	137,496	25,748	339	248,654	35,530	.....	64,470	55,209	567,446
1893.....	732,030	36,527	1,272	262,956	94,098	.....	8,372	1,386	1,136,641
1894.....	212,951	37,961	383	374,637	108,837	.....	6,831	2,528	744,128
1900.....	12,003	58,528	2,005	255,912	5,830	71,609	16,066	7,258	429,211
1901.....	124,342	10,587	40,662	281,619	61,237	10,589	14,423	15,856	559,315
1902.....	326,999	34,189	4,639	191,341	58,074	11,174	58,025	66,555	750,996
1903.....	331,543	8,152	912	256,518	31,792	3,377	5,909	46,567	684,770
1904.....	423,950	20,099	368	350,458	33,293	1,022	8,582	33,388	872,060
1905.....	514,271	42,112	28,444	150,497	2,512	4,111	7,569	62,699	812,215

CHEMICALS, DRUGS, PAINTS AND DYES.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	4,563	57,025	36,852	15,285	8,362	17,279	.....	260,589	4,579	404,534
1886.....	4,880	34,566	49,137	11,899	10,520	17,275	.....	236,697	3,615	368,589
1887.....	3,533	60,934	21,917	13,888	9,219	4,617	.....	260,535	5,348	379,991
1888.....	170	59,908	33,803	13,460	7,026	287,632	.....	4,824	7,287	414,110
1889.....	1,975	42,053	36,336	9,356	7,443	215,454	.....	113,967	10,524	437,108
1890.....	3,992	122,859	6,389	1,850	14,013	286,675	.....	140,925	13,989	590,692
1891.....	1,675	88,870	4,931	1,602	47,410	104,737	.....	47,441	41,811	338,477
1892.....	871	70,768	5,550	13,542	81,607	31,963	.....	4,840	6,648	215,789
1893.....	2,469	69,115	20,365	11,111	74,661	39,471	.....	7,748	5,639	230,579
1894.....	2,166	59,566	17,966	17,690	71,082	42,510	.....	4,518	4,258	219,756
1900.....	46,546	137,552	84,030	34,360	24,238	111,401	454,482	133,886	26,548	1,053,043
1901.....	57,222	187,823	99,845	38,061	18,397	351,043	46,323	690,964	25,441	1,516,019
1902.....	97,237	208,689	109,524	42,159	31,706	276,992	95,217	112,238	27,640	1,001,402
1903.....	88,786	205,156	88,645	58,026	29,661	309,664	71,628	359,583	63,506	1,274,655
1904.....	140,904	188,138	81,179	32,397	52,821	249,744	55,258	484,606	76,897	1,361,944
1905.....	65,142	56,580	55,847	42,161	16,020	135,460	2,670	557,811	111,588	1,043,279

^a Hongkong included under British East Indies from 1885 to 1887 and under China from 1888 to 1894.

THE COMMERCIAL PHILIPPINES IN 1906.

IMPORTS OF PRINCIPAL ARTICLES INTO THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1885 TO 1905, BY COUNTRIES OF ORIGIN—Continued.

GLASS AND EARTHEN WARE, EARTH AND STONE.

YEAR.	United States.	United Kingdom.	Germany.	Spain.	Belgium.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	559	42,544	68,313	24,755	5,076	14,087	.....	156,604	21,277	333,215
1886.....	3	64,011	87,409	3,638	12,437	22,691	.....	59,771	22,717	272,677
1887.....	118	89,068	39,858	7,437	9,880	27,260	.....	67,059	12,516	253,196
1888.....	1	181,856	58,874	2,993	12,159	93,862	.....	9,745	25,505	384,995
1889.....	51	321,416	97,101	8,358	69,514	179,447	.....	16,447	20,920	713,254
1890.....	35	157,060	50,275	5,692	101,469	193,843	.....	6,621	13,385	528,380
1891.....	.....	118,788	23,760	23,923	36,992	157,068	.....	5,872	12,589	378,992
1892.....	115	96,825	44,180	29,903	45,632	126,289	.....	3,511	24,531	370,986
1893.....	1,147	90,036	121,549	24,024	30,833	131,937	.....	1,574	39,216	440,316
1894.....	574	81,559	70,037	27,095	24,012	161,990	.....	2,363	24,850	392,480
1900.....	202,896	38,191	65,068	24,137	19,662	22,958	86,951	19,931	64,903	544,687
1901.....	318,460	118,146	155,245	46,703	28,718	85,013	26,048	27,853	81,690	887,876
1902.....	55,093	83,494	140,612	39,651	33,621	58,030	40,435	6,160	83,534	540,630
1903.....	33,948	99,672	123,903	40,060	16,295	57,016	34,581	3,347	79,025	487,847
1904.....	42,190	64,710	86,787	20,498	26,224	169,305	22,612	3,851	50,829	487,006
1905.....	27,504	48,439	48,767	15,973	17,726	64,794	2,919	10,854	23,481	260,457

FISH AND FISH PRODUCTS.

YEAR.	United States.	United Kingdom.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	136	1,554	587	2,957	.....	98,511	3,304	107,049
1886.....	275	3,117	294	5,594	.....	21,043	2,369	32,692
1887.....	.....	1,711	112	2,463	.....	32,306	2,818	39,410
1888.....	35	2,272	1,548	32,369	.....	6,632	3,470	46,326
1889.....	16,823	3,510	3,086	321,791	.....	5,251	5,347	355,808
1890.....	36	5,613	2,170	48,975	.....	5,008	1,132	62,934
1891.....	20	13,464	2,011	48,374	.....	6,148	564	70,581
1892.....	42	3,193	1,643	41,155	.....	4,440	1,382	51,855
1893.....	.....	2,627	1,890	33,451	.....	4,411	5,802	48,181
1894.....	.....	2,927	3,210	31,689	.....	9,281	8,121	55,228
1900.....	5,452	3,471	33,458	12,488	50,035	4,264	11,212	120,380
1901.....	7,453	4,718	57,468	75,540	1,676	7,478	15,472	169,905
1902.....	74,562	53,186	204,846	119,393	24,213	23,473	48,368	548,041
1903.....	45,296	19,315	117,402	71,360	682	4,074	20,442	278,571
1904.....	39,370	18,903	69,520	78,276	154	9,683	16,375	232,281
1905.....	70,964	6,696	82,180	72,681	271	5,913	16,589	255,294

LIQUORS AND BEVERAGES.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	2,146	74,121	90,209	30,785	817,994	3,059	.....	271,042	44,265	1,333,621
1886.....	28	64,998	61,094	11,025	666,614	1,194	.....	87,624	161,003	1,053,580
1887.....	304	88,494	53,641	3,812	1,014,454	3,999	.....	58,278	42,169	1,265,151
1888.....	33	71,806	61,531	16,224	169,384	26,085	.....	40,977	58,115	444,155
1889.....	199	63,197	69,067	90,720	270,051	80,519	.....	107,208	189,817	970,778
1890.....	242	104,085	7,769	281,160	69,367	69,367	.....	46,399	59,172	568,555
1891.....	23	85,851	17,714	761	695,968	61,410	.....	17,737	23,521	902,985
1892.....	.....	91,612	50,059	14,375	1,001,980	72,607	.....	28,021	72,813	1,331,467
1893.....	270	83,763	65,692	32,351	1,078,623	18,050	.....	14,596	48,323	1,341,668
1894.....	1,512	72,597	44,952	32,283	978,516	19,059	.....	19,758	29,543	1,198,220
1900.....	1,067,102	69,046	47,690	84,365	161,344	2,886	208,474	44,391	31,945	1,711,243
1901.....	899,655	108,538	33,501	124,577	193,680	28,975	36,793	49,225	84,477	1,559,421
1902.....	708,389	115,288	29,329	88,991	283,702	12,384	65,984	37,908	108,044	1,450,019
1903.....	397,890	92,075	44,679	59,346	214,446	9,278	9,085	18,690	82,054	927,543
1904.....	315,012	99,700	47,839	57,832	183,451	6,700	3,345	9,489	65,083	788,455
1905.....	285,133	93,365	36,769	71,631	151,850	4,950	2,749	13,508	74,520	734,471

ANIMALS AND ANIMAL PRODUCTS.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	1,924	19,810	26,560	9,728	21,848	5,079	.....	18,060	3,594	106,603
1886.....	899	34,659	19,279	6,673	18,465	4,607	.....	17,263	6,893	108,738
1887.....	1,959	25,104	15,254	6,831	9,714	5,595	.....	14,909	4,525	83,891
1888.....	1	37,005	8,311	9,973	12,047	19,695	.....	10,706	8,020	105,758
1889.....	633	46,487	17,924	7,182	12,294	22,167	.....	9,603	6,179	122,469
1890.....	431	65,295	1,173	1,482	30,782	28,413	.....	9,510	12,864	149,950
1891.....	776	47,265	35,719	3,331	112,930	45,510	.....	13,304	14,763	273,598
1892.....	25	43,519	9,804	4,431	81,790	17,942	.....	5,962	4,792	168,265
1893.....	1,232	32,489	39,532	14,307	177,782	12,444	.....	356	3,929	282,071
1894.....	1,140	25,160	20,085	13,151	131,942	24,324	.....	596	6,125	222,523
1900.....	19,041	20,525	74,254	27,721	106,953	8,270	31,091	97,164	24,778	409,797
1901.....	74,451	31,406	57,192	33,127	187,305	55,080	42,490	166,510	44,748	692,309
1902.....	106,460	46,874	54,198	16,849	404,372	212,545	335,270	172,669	80,163	1,429,400
1903.....	130,306	40,444	36,507	21,586	346,336	723,087	143,661	31,174	91,326	1,564,427
1904.....	202,097	24,686	31,583	13,200	193,213	776,331	23,089	7,503	88,468	1,360,170
1905.....	250,173	30,337	30,558	16,537	190,194	1,031,003	6,182	8,848	111,587	1,675,419

^a Hongkong included under British East Indies from 1885 to 1887 and under China from 1888 to 1894.

THE COMMERCIAL PHILIPPINES IN 1906.

37

IMPORTS OF PRINCIPAL ARTICLES INTO THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1885 TO 1905, BY COUNTRIES OF ORIGIN—Continued.

CEREALS AND CEREAL PRODUCTS (EXCEPT RICE).

YEAR.	United States.	United Kingdom.	Germany.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1885.....	146	509	228	5,822	2,940		500,887	2,169	512,701
1886.....	2	569	742	6,534	1,892		490,941	1,658	472,338
1887.....	191	3,262	15	10,096	10,333		433,870	2,290	460,057
1888.....	84,022	2,359	542	9,925	423,812		2,811	1,432	524,903
1889.....		635	517	10,148	382,695		2,573	2,037	308,905
1890.....		577	59	10,930	735,231		2,500	1,022	750,319
1891.....	5,615	2,169	306	13,665	428,437		890	987	452,069
1892.....	45,682	873	229	5,600	553,679		571	417	607,051
1893.....	177,261	1,132	705	10,113	392,831		914	3,990	586,446
1894.....	124,580	664	1,040	4,632	385,557		794	2,860	520,136
1900.....	149,405	16,478	45,535	15,235	37,498	374,490	26,851	23,924	689,416
1901.....	555,003	12,535	37,768	14,588	72,207	1,231	10,888	31,422	735,642
1902.....	703,240	38,491	40,250	29,257	128,515	24,716	36,709	29,838	1,031,016
1903.....	838,456	33,966	48,574	17,253	75,620	2,867	39,961	35,801	1,092,498
1904.....	782,377	21,278	49,604	8,983	78,373	1,170	50,564	49,017	1,041,366
1905.....	589,493	27,371	2,480	7,132	72,553	937	46,020	259,283	1,005,260

RICE.

YEAR.	CHINA.		BRITISH EAST INDIES. ^b		FRENCH EAST INDIES.		SIAM.		OTHER COUNTRIES.		TOTAL.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Pounds.</i>	<i>Dollars.</i>
1885.....	36,574	1,238	52,730,117	709,781	35,882,206	457,070	4,856,714	71,430	59,024	2,578	93,564,635	1,242,097
1886.....	3,192,054	31,164	85,041,546	1,416,189	50,183,080	584,130			918,174	12,133	139,334,854	2,043,616
1887.....	479,478	5,455	100,754,235	1,004,678	65,734,034	702,980	2,590,140	35,750	6,783,598	64,819	176,341,485	1,813,682
1888.....	33,983,900	620,916	25,667,471	203,180	111,014,626	1,030,552	7,440,252	99,107	3,652,970	41,347	181,759,219	1,995,102
1889.....	45,776,092	1,790,190	18,588,061	147,423	120,661,958	1,878,238	2,961,091	40,940	323,465	6,029	188,310,667	3,862,820
1890.....	20,118,924	268,963	15,809,323	147,429	120,053,636	1,145,603			912,255	10,284	156,894,138	1,572,279
1891.....	28,085,356	282,999	8,034,678	76,096	141,265,592	1,420,421			4,856,229	44,078	182,241,855	1,823,594
1892.....	25,277,950	196,355	11,719,876	91,037	101,137,608	785,622			113,129	879	138,248,563	1,073,893
1893.....	15,074,391	104,786	4,293,602	29,847	70,896,098	492,824			125,618	874	90,389,709	628,331
1894.....	13,818,543	80,551	9,165,192	51,864	74,739,485	424,664			1,198,692	6,800	98,921,912	563,879
1900.....	201,121,848	2,478,890	8,292,064	132,181	44,070,934	741,498	1,894,442	31,811	66,134,825	980,676	321,514,113	4,365,056
1901.....	107,987,106	1,448,231	52,685,988	702,969	173,767,827	2,283,704	40,561,035	653,990	1,209,433	19,447	376,211,389	5,108,341
1902.....	177,090,981	2,439,011	17,541,887	250,062	412,894,601	5,572,027	26,625,302	436,360	5,307,306	86,928	639,460,077	8,784,388
1903.....	101,884,851	1,663,848	90,940,942	1,547,634	474,068,030	8,152,068	58,281,754	989,090	11,907,597	199,742	737,083,174	12,552,382
1904.....			66,510,582	874,405	489,039,371	6,371,981	29,832,405	455,609	498,209	8,759	585,880,567	7,710,754
1905.....	1,232	32	33,108,515	468,610	384,651,049	5,335,050	c 65,522,798	c 939,158	128,380	3,125	483,411,974	6,745,975

MEAT AND MEAT PRODUCTS.

YEAR.	United States.	United Kingdom.	Germany.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1885.....	18,044	39,758	15,623	214,437	18,063		103,702	9,795	419,422
1886.....	688	39,860	18,827	166,097	9,420		99,642	11,620	344,154
1887.....	10,688	24,712	5,700	255,665	10,178		96,336	9,865	413,144
1888.....	835	33,873	18,114	107,655	101,558		15,837	15,092	292,964
1889.....	930	56,640	24,623	51,379	95,251		14,568	16,073	259,464
1890.....	221	64,692	2,979	149,910	84,516		13,359	19,218	334,895
1891.....	1,308	88,047	3,591	247,369	127,377		13,703	10,197	491,592
1892.....	9,950	73,571	4,567	328,335	113,076		10,208	12,893	552,600
1893.....	14,274	91,772	19,138	417,081	111,253		5,603	12,872	671,993
1894.....	5,636	45,107	14,628	345,462	105,451		5,332	10,740	532,356
1900.....	55,918	46,007	7,078	29,851	44,969	80,282	3,221	42,077	309,403
1901.....	25,545	45,577	8,654	52,407	148,214	5,386	2,470	69,484	357,737
1902.....	108,461	96,103	3,098	60,592	263,968	38,620	5,828	167,719	744,389
1903.....	97,961	73,717	2,202	64,608	320,274	5,884	1,594	80,607	646,937
1904.....	101,119	54,591	1,753	51,191	321,711	1,852	1,559	394,123	927,899
1905.....	143,076	35,818	1,747	35,991	270,163	2,007	3,505	516,188	1,008,495

^a Hongkong included under British East Indies from 1885 to 1887, and under China from 1888 to 1894.

^b Hongkong included under British East Indies from 1885 to 1887; under China from 1888 to 1894, and under "Other Countries" from 1900 to 1904.

^c Include all other Asia, not elsewhere specified.

IMPORTS OF PRINCIPAL ARTICLES INTO THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1885 TO 1905, BY COUNTRIES OF ORIGIN—Continued.

DAIRY PRODUCTS.

YEAR.	United States.	United Kingdom.	France.	Spain.	Netherlands.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	383	10,286	5,587	550	227	92		25,693	9,299	52,117
1886.....	85	14,999	5,597	654	2,089	261		30,028	5,518	59,231
1887.....	952	15,682	105	1,459	804	156		7,983	5,475	32,616
1888.....	400	12,640	5,362	1,477	425	6,642		2,633	9,593	39,172
1889.....	320	19,730	8,257	885	3,868	8,072		1,452	8,774	51,358
1890.....	729	22,543		1,658	119	4,419		2,420	5,416	37,304
1891.....		30,638	3,549	5,292	404	3,814		2,178	7,632	53,507
1892.....		20,590	5,278	2,056	1,303	3,316		414	6,100	39,057
1893.....		15,420	1,854	4,113	10,583	2,290		720	16,925	51,905
1894.....		12,847	4,202	4,579	4,708	1,614		319	15,068	43,337
1900.....	33,520	37,244	19,964	6,065	12,952	13,657	79,408	3,400	29,777	235,987
1901.....	25,474	97,333	10,716	1,069	18,913	18,306	2,647	5,644	38,263	218,365
1902.....	51,088	130,904	13,021	419	19,982	35,824	18,509	5,785	63,423	338,955
1903.....	63,012	122,333	26,517	463	11,998	39,277	2,453	62	58,961	325,076
1904.....	89,752	102,262	30,248	747	11,574	25,135	305	791	80,143	340,957
1905.....	99,760	136,661	11,121	1,271	21,454	24,354	504	555	100,946	396,626

COTTON AND COTTON MANUFACTURES.

YEAR.	United States.	United Kingdom.	Germany.	Spain.	Switzerland.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	6,976	5,082,133	230,664	140,833	117,211	5,209		531,043	70,251	6,184,320
1886.....	13,167	3,718,982	217,559	279,069	58,665	1,433		686,889	92,934	5,068,698
1887.....	778	3,299,224	91,167	103,964	53,928	6,689		453,085	103,782	4,112,617
1888.....	675	5,230,720	157,999	101,637	53,709	232,390		388,451	169,078	6,334,659
1889.....	1,655	3,379,980	190,678	537,134	42,612	165,504		988,022	355,921	5,661,506
1890.....	2	3,098,610	15,011	288,092	936	158,839		1,747,202	94,275	5,402,967
1891.....	2,725	2,675,023	43,076	1,207,592	8,229	221,722		1,057,562	98,642	5,314,571
1892.....	1,174	3,716,426	94,827	1,544,626	30,737	503,485		570,771	99,540	6,561,586
1893.....	420	2,931,104	313,833	2,122,020	159,929	226,736		12,893	126,333	5,893,268
1894.....	634	2,526,377	268,001	2,533,377	112,147	341,590		25,454	93,635	5,901,215
1900.....	99,594	4,188,773	582,850	1,233,590	572,458	107,896	764,970	697,188	535,757	8,783,076
1901.....	116,335	3,480,279	635,718	804,094	549,311	211,433	6,054	683,458	623,637	7,110,319
1902.....	385,730	3,416,966	693,196	1,108,591	443,950	168,764	100,553	392,599	535,080	7,245,429
1903.....	346,009	2,585,605	324,165	630,476	287,228	95,992	7,753	309,500	482,060	5,068,788
1904.....	442,083	2,556,888	298,173	891,189	365,303	224,428	10,506	329,814	461,298	5,579,682
1905.....	866,098	3,344,473	286,856	965,298	438,706	271,466	12,372	369,437	272,134	6,826,845

SILK, WOOL, VEGETABLE FIBERS, AND THEIR MANUFACTURES.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	306	729,903	212,986	100,481	53,256	38,845		284,103	53,739	1,473,619
1886.....	3,442	490,311	265,571	89,729	44,504	45,682		297,506	56,716	1,293,461
1887.....		339,778	107,541	80,136	198,307	47,976		269,907	77,650	1,121,295
1888.....	731	513,338	242,194	170,119	26,203	350,289		109,482	135,180	1,547,596
1889.....	850	483,634	421,306	135,802	20,046	215,046		135,304	55,004	1,467,682
1890.....	39	546,318	42,142	6,874	23,688	432,748		196,715	175,604	1,424,128
1891.....		869,070	100,372	18,976	270,679	640,894		375,585	171,161	2,446,737
1892.....	1,599	213,978	139,760	99,859	411,055	306,406		69,193	139,834	1,441,684
1893.....	7,102	226,453	362,735	163,414	497,394	282,823		7,362	65,880	1,613,163
1894.....	5,511	162,552	245,518	119,940	350,739	234,468		11,684	47,375	1,177,787
1900.....	9,480	61,880	156,291	129,557	48,252	127,563	232,853	60,544	123,644	950,064
1901.....	36,481	157,066	247,428	250,128	96,546	485,213	23,032	82,225	365,044	1,743,163
1902.....	33,207	207,672	310,570	273,283	152,001	455,525	60,733	47,380	281,976	1,822,947
1903.....	23,833	158,933	202,452	157,184	80,150	345,879	19,585	30,127	189,519	1,207,662
1904.....	61,329	146,152	176,788	119,850	49,320	318,865	34,483	23,701	152,681	1,083,169
1905.....	33,802	128,397	142,261	119,417	34,199	298,045	23,274	47,393	119,840	940,628

JEWELRY, AND MANUFACTURES OF GOLD AND SILVER.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1885.....	42	28,776	44,786	25,578	9,435	2,398		30,053	3,831	144,899
1886.....		11,659	20,567	10,401	29,775	4,387		10,097	12,563	99,449
1887.....		11,807	10,536	7,017	10,349	3,454		4,203	17,494	64,860
1888.....	443	18,264	36,192	29,045	2,577	19,909		476	16,233	123,139
1889.....		18,819	34,526	18,823	1,461	16,191		1,541	22,217	113,578
1890.....		15,045	4,942	448	430	26,177		19,026	36,027	102,095
1891.....		26,877	2,084	16,161	3,484	23,020		4,155	15,616	91,397
1892.....		22,613	3,496	8,724	2,359	7,470		3,637	27,712	76,011
1893.....		2,271	11,083	8,910	1,940	2,670		169	1,998	29,041
1894.....	7	3,473	6,360	13,780	1,965	3,306		564	4,783	34,238
1900.....	7,458	5,104	5,456	165,382	275	1,069	8,120	6,358	11,931	211,153
1901.....	18,378	4,374	20,537	612,512	2,342	5,947	2,040	10,432	19,308	695,870
1902.....	14,320	1,513	22,087	149,046	918	2,841	7,760	9,816	9,502	217,803
1903.....	11,825	314	13,123	291,047	1,322	1,922	2,518	4,200	6,005	332,276
1904.....	8,594	1,530	24,609	102,024	208	1,159	2,321	457	2,416	143,408
1905.....	26,496	966	35,568	141,329	800	1,237	2,296	1,945	9,960	220,597

^a Hongkong included under British East Indies from 1885 to 1887, and under China from 1888 to 1894.

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS OF PRINCIPAL ARTICLES INTO THE PHILIPPINE ISLANDS DURING SPECIFIED CALENDAR YEARS, 1885 TO 1905, BY COUNTRIES OF ORIGIN—Continued.

IRON AND STEEL AND THEIR MANUFACTURES.

YEAR.	United States.	United Kingdom.	Germany.	France.	Spain.	China.	Hongkong. ^a	British East Indies.	Other countries.	Total.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1885.....	2,969	383,489	100,445	9,035	7,593	2,186		45,128	22,281	573,126
1886.....	1,559	468,403	126,735	5,799	28,081	6,986		36,772	36,174	710,509
1887.....	775	448,238	53,070	5,096	5,526	4,652		31,010	37,356	585,723
1888.....	3,607	391,984	79,332	7,441	13,872	21,842		5,944	32,735	556,757
1889.....	100,519	616,095	94,303	7,840	9,610	70,728		21,022	83,045	1,003,162
1890.....	455	1,051,625	18,201	499	28,564	123,516		24,020	255,355	1,502,235
1891.....	78	597,219	18,020	1,142	73,524	71,254		19,945	90,086	871,268
1892.....	3,481	614,078	48,194	4,330	82,686	54,478		11,457	35,096	853,800
1893.....	8,206	537,289	150,319	15,801	75,126	23,350		4,692	16,208	830,991
1894.....	1,562	396,199	123,443	18,700	109,335	16,168		2,178	16,586	684,171
1900.....	175,543	673,734	250,944	134,796	23,100	8,322	111,651	41,737	67,859	1,487,686
1901.....	609,533	739,535	427,358	257,922	16,195	41,634	11,351	276,965	83,069	2,463,562
1902.....	534,010	811,471	433,280	99,680	29,789	21,487	57,933	33,535	119,271	2,140,456
1903.....	557,327	822,104	491,748	142,778	18,262	25,761	43,612	16,507	152,548	2,270,647
1904.....	1,100,482	744,329	304,093	104,315	23,729	32,608	44,356	21,874	92,316	2,468,102
1905.....	1,125,204	925,138	296,749	74,026	14,451	34,449	22,307	4,862	80,425	2,577,611

^a Hongkong included under British East Indies from 1885 to 1887, and under China from 1888 to 1894.

SUMMARY OF FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS.

IMPORTS AND EXPORTS OF MERCHANDISE, BY GREAT GROUPS, DURING THE FISCAL YEARS 1904 TO 1906.

[From the Summary of Commerce of the Philippine Islands, published by the War Department, June, 1906.]

GROUPS.	1904		1905		1906		GROUPS.	1904		1905		1906	
	Value.	Per cent.	Value.	Per cent.	Value.	Per cent.		Value.	Per cent.	Value.	Per cent.	Value.	Per cent.
IMPORTS.							IMPORTS—continued.						
Free of duty:	<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		Free and dutiable—Con.	<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>	
Articles of food and animals.....	1,353,660	84	1,301,166	84	1,836,539	96	Manufactured articles	13,755,238	42	15,573,001	51	14,274,171	55
Manufactured articles	211,994	13	192,779	12	56,058	3	Articles in a crude condition, or partly so.....	1,001,081	3	1,013,945	3	805,969	3
Articles in a crude condition, or partly so.....	931		2,226		439		Articles of voluntary use, luxuries, etc.....	1,955,918	6	1,894,444	6	1,351,336	5
Articles of voluntary use, luxuries, etc.....	35,232	2	48,030	3	688		Miscellaneous.....	109,789		118,278		135,531	1
Miscellaneous.....	6,136	1	15,783	1	9,898	1	Total free and dutiable.....	33,220,761	100	30,876,350	100	25,799,266	100
Total free of duty.....	1,607,953	100	1,559,984	100	1,903,622	100	Per cent of free.....		5		5		7
Dutiable:							Total import duty collected.....	6,736,505		6,664,431		6,064,456	
Articles of food and animals.....	15,045,075	48	10,975,516	37	7,395,720	31	EXPORTS.						
Manufactured articles	13,543,244	43	15,380,222	53	14,218,113	60	Products of agriculture.....	28,281,723	94	30,472,654	94	30,077,363	94
Articles in a crude condition, or partly so.....	1,000,150	3	1,011,719	4	805,530	3	Products of manufacture.....	1,354,673	4	1,414,941	4	1,398,890	5
Articles of voluntary use, luxuries, etc.....	1,920,686	6	1,846,414	6	1,350,648	6	Products of forest.....	210,887	1	151,086	1	106,661	
Miscellaneous.....	103,653		102,495		125,633		Products of mining.....	508		3,186		5,828	
Total dutiable.....	31,612,808	100	29,316,366	100	23,895,644	100	Miscellaneous products.....	402,836	1	310,748	1	328,402	1
Free and dutiable:							Total exports.....	30,250,627	100	32,352,615	100	31,917,134	100
Articles of food and animals.....	16,398,735	49	12,276,682	40	9,232,259	36	Total export duty collected.....	1,390,913		1,300,666		1,290,234	

IMPORTS AND EXPORTS OF GOLD AND SILVER DURING THE FISCAL YEARS 1904 TO 1906.

	IMPORTS.			EXPORTS.		
	1904	1905	1906	1904	1905	1906
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Gold.....	1,772	85,249	5,893	70,085	79,920	19,348
Silver.....	1,080,947	694	1,450	4,090,911	4,143,394	553,214

THE COMMERCIAL PHILIPPINES IN 1906.

SUMMARY OF FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS—Continued.

IMPORTS AND EXPORTS, INCLUDING GOLD AND SILVER, BY CUSTOMS DISTRICTS, DURING THE FISCAL YEARS 1904 TO 1906.

PORTS. ^a	IMPORTS.			EXPORTS.		
	1904	1905	1906	1904	1905	1906
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Manila.....	28,760,235	26,034,004	21,863,773	27,904,883	26,876,377	23,726,596
Iloilo.....	2,447,670	1,817,576	1,683,172	2,831,824	3,796,181	3,676,883
Cebu.....	2,662,961	2,634,414	1,700,752	3,489,224	5,663,913	4,789,274
Jolo.....	269,510	274,110	231,772	120,117	138,355	142,533
Zamboanga.....	152,372	187,878	306,851	60,901	86,623	129,812
Balabac.....	2,478	9,845	12,347	2,254	9,725	12,128
Bongao.....	2,430	4,466	4,764	111	4,755	7,452
Cape Melville.....	1,509			1,859		
Puerto Princessa.....	4,315			450		
Jurata.....			2,856			4,401
Sitanki.....			322			617
Total.....	34,303,480	30,962,293	25,806,609	34,411,623	36,575,929	32,489,696

^a Ports of Bongao, Cape Melville, and Puerto Princessa opened October 15, 1903. Port of Cape Melville closed and Port of Balabac opened February 25, 1904. Port of Puerto Princessa closed October 15, 1904. Port of Jurata opened July 3, 1905. Port of Sitanki opened February 15, 1906.

IMPORTS AND EXPORTS OF GOLD AND SILVER, BY COUNTRIES, DURING THE FISCAL YEARS 1904 TO 1906.

COUNTRIES.	IMPORTS.			EXPORTS.		
	1904	1905	1906	1904	1905	1906
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Gold ore:						
United States.....				85		8
United Kingdom.....				3,000		
Hongkong.....						250
Total.....				3,085		258
Gold bullion:						
United States.....		77	24			750
United Kingdom.....					1,250	
France.....		345				
China.....		27				
Hongkong.....		2,250			2,000	
Total.....		2,699	24		3,250	750
Gold coin:						
United States.....		40,352				
France.....		39	262			
Spain.....	1,042	719	5,052		300	
China.....	730	6,740			6,000	
Hongkong.....		34,700		67,000	70,370	18,340
British East Indies.....			555			
Total.....	1,772	82,550	5,869	67,000	76,670	18,340
Silver bullion: Spain.....						400
Silver coin:						
United States.....	210,400				10,629	100
United Kingdom.....				130,434	380,000	7,353
Germany.....					508	
Spain.....	7,017				546	
China.....	110,080			146,111	426,530	46,329
Hongkong.....	296,633	344	1,450	2,979,933	3,249,953	498,773
Japan.....		350				
British East Indies.....	7,639			834,433	75,228	259
French East Indies.....	152,174					
Mexico.....	297,004					
Total.....	1,080,947	694	1,450	4,090,911	4,143,394	552,814
Total gold and silver.....	1,082,719	85,943	7,343	4,160,996	4,223,314	572,562

NUMBER AND NET TONNAGE OF VESSELS ENGAGED IN THE CARRYING TRADE DURING THE FISCAL YEARS 1904 TO 1906.

KINDS OF VESSELS.	ENTERED.						CLEARED.					
	1904		1905		1906		1904		1905		1906	
	<i>Number.</i>	<i>Tonnage.</i>	<i>Number.</i>	<i>Tonnage.</i>	<i>Number.</i>	<i>Tonnage.</i>	<i>Number.</i>	<i>Tonnage.</i>	<i>Number.</i>	<i>Tonnage.</i>	<i>Number.</i>	<i>Tonnage.</i>
Sailing.....	4,937	213,841	5,242	214,041	3,985	209,316	5,103	220,321	5,395	215,573	4,047	225,473
Steam.....	4,637	2,252,452	4,532	2,046,336	4,443	1,983,013	4,597	2,224,516	4,523	2,043,170	4,461	1,999,410

THE COMMERCIAL PHILIPPINES IN 1906.

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SUMMARY OF FOREIGN COMMERCE OF THE PHILIPPINE ISLANDS—Continued.

NATIONALITIES OF VESSELS DOING THE CARRYING TRADE DURING THE FISCAL YEAR 1906.

IMPORTS FROM—

COUNTRIES.	American.	British.	French.	German.	Spanish.	Norwegian.	All other.	Total.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
United States.....	790,940	3,181,510		290,067	70,496	40	864	4,333,917
United Kingdom.....	300,240	1,508,078	22	315,068	3,099,355	9	1,248	5,224,020
Germany.....	23,688	771,790		502,017	63,374	92		1,360,961
France.....	7,264	419,682		112,769	294,374		31	834,120
Spain.....	82,501	9,890		33,802	1,665,984	52	133	1,792,362
Italy.....	395	127,252		8,576	60,661		981	197,865
Austria-Hungary.....	1,003	70,509		11,935	2,146		3,195	88,788
Belgium.....	5,456	86,002		138,220	29,843			259,521
Denmark.....	943	467		7,151	143			8,704
Malta.....		286						286
Netherlands.....	2,129	70,244		28,967	48,825			150,165
Portugal.....		67		52				119
Russia.....	282	43,298		348				43,928
Switzerland.....	1,803	325,910		75,630	188,803		808	592,954
Sweden and Norway.....		295		262		1,613		2,170
Norway ^a		1,101		182				1,283
Sweden ^a		521		793				1,314
Turkey.....		284		9				293
China.....	21,526	2,585,586	1,659	41,736	3,557	116	34	2,654,214
Hongkong.....	1,809	294,825		8,146	261	6	694	305,741
Japan.....	141,633	381,215	14,731	17,349			102,458	657,386
British East Indies.....	46,284	1,012,244		171,816	283,249		2,004	1,515,597
Dutch East Indies.....	155	50,885		14,875	4,677			70,592
French East Indies.....	831,885	2,359,424	49,988	526,250	132	86,538		3,854,217
Aden.....		115						115
Korea.....		312		39				351
Turkey in Asia.....		50						50
Australasia.....	4,895	1,398,853		78,492	118	29,263	12,047	1,523,668
Other Asia.....	1,759	224,077		48,621	4,593	40,239		319,289
British Africa.....					72			72
Canary Islands.....	4							4
Egypt.....	57	1,697		201				1,955
Canada.....		9,831						9,831
Guam.....	14							14
Hawaii.....	543	200						743
Total.....	2,267,208	14,936,500	66,400	2,433,373	5,820,663	157,968	124,497	25,806,609
July to September, 1905.....	518,308	4,396,815		735,675	1,370,510	40,453	2,784	7,064,545
October to December, 1905.....	425,699	3,578,902	7,387	417,280	1,577,727	98,776	8,500	6,114,280
January to March, 1906.....	606,016	3,734,314	54,175	619,563	1,618,890	18,690	13,243	6,664,891
April to June, 1906.....	717,185	3,226,469	4,838	660,855	1,253,536	49	99,961	5,962,893
Total.....	2,267,208	14,936,500	66,400	2,433,373	5,820,663	157,968	124,497	25,806,609

EXPORTS TO—

United States.....	1,248,361	9,509,770		822,138				11,580,269
United Kingdom.....	109,939	6,877,633	192,052	4,323	323,033			7,506,980
Germany.....	1,244	347,395	4,610	95,141	10,684		352	459,426
France.....	1,475	2,543,005	60,993	5,345	92,425		85	2,703,328
Spain.....		23,750			1,764,045		15,660	1,803,455
Italy.....	620	11,320	2,090	7,376	48,824		1,030	71,290
Austria-Hungary.....		4,375	600	300	4,700		399,046	379,021
Belgium.....	175	114,269	19,461	16,330	24,665		7,961	182,861
Denmark.....		7,350		1,945				9,295
Gibraltar.....		1,379	13,896	251	6,843			22,369
Malta.....		851			947			1,798
Netherlands.....		16,076	2,779	8,464	37,683		250	65,852
Portugal.....					7,380			7,380
Switzerland.....		1,672	818		724			3,214
China.....	3,076	1,148,900	32,625	255,454		311,254	1,000	1,752,309
Hongkong.....	95,989	3,571,026		265,635		162,309	81,185	4,176,144
Japan.....	169,117	185,256		161,799			16,073	532,245
British East Indies.....	20,443	244,157	17,065	325,286	56,670		125	663,746
Dutch East Indies.....	4,016	8,567	3,252	10,222	8,182		805	35,044
French East Indies.....	181	6,129		25				6,335
Portuguese East Indies.....		267						267
Aden.....		60	80		606			746
Korea.....		2,274		1,260				3,534
Australasia.....		334,951		8,618	1,020		117,473	462,062
Turkey in Asia.....		85						85
Other Asia.....		4,407		84	827			5,318
British Africa.....		8,760						8,760
French Africa.....					70			70
Egypt.....		166			457			623
Other Africa.....		615	750		1,840			3,205
Canada.....	225	10,716						10,941
Mexico.....					1,661			1,661
Argentina.....			15		8,422			8,437
Chile.....		120						120
Uruguay.....					18,432			18,432
Peru.....		4						4
Guatemala.....		139						139
Guam.....	296							296
Hawaii.....	775	1,890						2,665
Total.....	1,655,932	24,987,934	351,086	1,989,996	2,420,140	473,563	611,045	32,489,696
July to September, 1905.....	541,002	6,648,998		741,104	641,600	129,298	279,545	8,981,547
October to December, 1905.....	631,540	5,605,095	48,965	488,025	536,731	49,520	173,934	7,533,810
January to March, 1906.....	215,691	6,148,978	123,384	349,892	578,122	33,289	73,350	7,522,706
April to June, 1906.....	267,699	6,584,863	178,737	410,975	663,687	261,456	84,216	8,451,633
Total.....	1,655,932	24,987,934	351,086	1,989,996	2,420,140	473,563	611,045	32,489,696

^a Not separately reported prior to January, 1906.

IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS, BY ARTICLES, DURING THE FISCAL YEARS 1903 TO 1906.

IMPORTS.

ARTICLES.	1903	1904	1905	1906	ARTICLES.	1903	1904	1905	1906
Agricultural implements:					Chemicals, drugs, and dyes—				
Mowers, reapers, and parts of.....	Dollars. 94	Dollars. 301	Dollars. 656	Dollars. 346	Continued.	Dollars.	Dollars.	Dollars.	Dollars.
Plows, cultivators, and parts of.....	6,395	3,906	10,694	28,675	Roots, herbs, etc.....	24,494	17,470	10,960	25,103
All other, and parts of.....	22,462	5,685	54,321	124,684	Quinine, etc.....	8,327	5,398	10,043	13,994
Aluminum, and manufactures of.	2,645	4,060	5,562	4,191	Vanilla beans.....	181	218	41	356
Animals:					All other.....	224,336	229,727	195,856	236,802
Cattle.....	729,004	834,560	772,812	828,206	China ware.....	50,188	31,016	26,203	24,955
Horses.....	27,197	54,349	44,679	16,666	Earthen and stone ware.....	93,766	59,303	71,626	102,006
Mules.....	9,322	18,597	13,899	.....	Eggs.....	294,414	282,074	268,224	265,518
Hogs.....	3,797	1,436	550	1,226	Fertilizers:				
Sheep.....	2,275	5,850	275	128	Natural.....	636	.....	649	6
All other.....	8,871	4,072	2,162	2,098	Manufactured.....	25,005	29,550	28,742	25,692
Articles brought in baggage.....	2,518	617	.....	.....	Fireworks.....	14,439	4,949	1,925	2,290
Art works.....	533	1,373	3,769	4,688	Fans.....	23,067	11,972	21,334	22,608
Bones, hoofs, horns, etc.....	24,111	18,415	24,406	22,529	Fibers, vegetable:				
Blacking:					Esparto, rushes, etc.....	73,858	64,513	70,346	58,204
Stove polish.....	23	24	10	169	Flax, hemp, etc., raw.....	512	155	995	484
All other.....	15,486	9,396	11,180	12,514	Manufactures of—				
Books, music, maps, etc.:					Yarns and twines.....	21,437	17,570	23,991	22,143
Books and maps for use in schools.....	28,844	129,092	89,237	26,644	Bags for sugar.....	12,609	380	19,125	79,007
All other.....	78,402	134,021	142,671	93,724	Carpets.....	1,069	839	551	803
Brass, and manufactures of:					Cordage and rope.....	21,899	33,527	32,563	41,817
Pigs and bars.....	12,534	10,783	4,149	9,648	Cloths and damasks.....	153,022	102,477	61,757	45,755
Manufactures of.....	99,981	165,392	155,864	122,987	Knitted goods.....	1,241	233	114	99
Breadstuffs:					Tulles and laces.....	522	1,075	294	639
Bread and biscuits.....	96,035	48,696	31,940	38,344	Wearing apparel.....	5,987	5,395	1,496	1,559
Barley.....	219	616	106	9	All other.....	39,350	33,306	49,832	84,314
Bran, middlings, etc.....	19,231	46,900	43,565	34,544	Total fibers.....	331,506	259,470	261,064	337,824
Corn.....	47	578	1,716	28	Fish, including shellfish:				
Corn meal.....	164	1,066	887	1,446	Fresh, other than salmon...	1,898	310	594	2,346
Oats.....	9,655	46,115	56,968	35,172	Dried, smoked, or cured—				
Oatmeal.....	3,232	4,237	2,517	1,378	Cod, haddock, etc.....	11,867	14,337	11,273	8,418
Macaroni, vermicelli, etc.....	71,656	77,305	86,598	75,829	Herring.....	530	1,032	310	364
Rye.....	90	87	24	3	All other.....	24,010	22,940	28,507	24,231
Wheat.....	727,950	842,908	727,591	824,034	Pickled—				
Wheat flour.....	2,387	14	2,093	14,341	Mackerel.....	460	302	326	141
Preparations of.....	26,011	27,810	25,922	27,041	All other.....	8,526	4,189	176	8
All other.....	.....	.....	.....	.....	Salmon—				
Total breadstuffs.....	756,438	1,006,332	979,935	1,052,284	Canned.....	71,971	30,019	41,603	67,441
Bricks:					All other.....	4,761	3,302	653	521
Building.....	3,644	3,182	1,305	243	Canned fish other than salmon and shellfish—				
Fire.....	2,929	5,200	7,302	2,329	Caviar.....	1,177	1,757	1,856	1,840
Bristles.....	560	5,420	5,213	959	All other.....	207,186	88,323	90,623	104,423
Brooms and brushes.....	17,137	9,439	11,167	15,357	Shellfish—				
Cider.....	1,136	720	456	691	Oysters.....	7,201	7,039	7,543	3,805
Candles.....	125,265	94,714	56,294	70,935	All other shellfish.....	67,943	54,713	59,703	48,532
Cars, carriages, etc.:					All other fish and fish products.....	24,956	3,737	633	846
For steam railways.....	1,176	1,648	44,033	131	Fodder.....	14,049	62,718	66,748	74,818
For other railways.....	3,918	2,820	60,313	152,629	Fruits and nuts:				
Cycles, and parts of.....	20,170	15,800	9,348	4,443	Fruits—				
All other, and parts of.....	67,276	87,916	94,113	57,460	Apples, green or ripe....	5,051	9,289	842	5,928
Celluloid, and manufactures of.	35,014	53,137	42,751	25,536	Prunes.....	56	225	151	289
Cement.....	62,343	140,252	236,495	190,293	Raisins.....	12,502	14,648	7,390	9,040
Crockery.....	454	.....	539	32	All other.....	60,798	63,824	54,960	58,773
Clays and other earths.....	5,660	10,916	4,569	52,445	Preserved fruits—				
Coal and coke:					Canned.....	54,176	49,926	40,292	43,597
Coal.....					All other.....	4,715	4,489	1,129	1,350
Anthracite.....	37,580	.....	.....	.....	Nuts.....	67,024	64,900	63,613	80,062
Bituminous.....	399,499	559,256	522,127	368,078	Gums and resins:				
Coke.....	3,177	2,912	5,721	6,335	Rosin.....	974	1,390	1,335	1,240
Clocks and watches:					Tar.....	5,049	1,807	2,039	1,089
Clocks, and parts of.....	17,065	8,414	9,495	14,389	Turpentine and pitch.....	109	1,268	190	848
Watches, and parts of.....	95,317	65,129	71,451	78,487	Turpentine and spirits of.....	12,644	25,089	15,215	12,655
Cocoa.....	198,044	178,651	149,656	149,982	Caoutchouc and gutta-percha.....	83	1	.....	6
Coffee.....	74,013	61,341	79,054	91,191	Glass and glassware:				
Copper, and manufactures of:					Glass packages, paying duty separate from contents, no value.....	10,357	.....	.....	.....
Ingots, bars, etc.....	64,667	69,298	45,110	52,076	Window glass.....	14,964	11,382	10,244	20,435
Manufactures of.....	109,368	81,047	150,876	109,437	All other.....	251,153	176,355	124,021	126,005
Cork:					Glucose and grape sugar.....	2,769	3,227	1,743	4,499
Cork stoppers.....	16,259	14,679	16,259	14,222	Glue.....	16,971	11,386	12,936	15,621
All other.....	12,686	9,158	4,502	4,056	Grease, and soap stock.....	2,240	356	.....	.....
Cotton, and manufactures of:					Gunpowder.....	206	1,806	4,267	423
Cotton, raw.....	66,079	42,514	82,911	112,040	All other explosives.....	11,610	43,138	70,188	35,383
Manufactures of—					Games and toys.....	130,920	97,980	75,999	93,884
Cloths.....					Hair, and manufactures of.....	1,059	2,479	628	1,877
Closely woven.....	3,620,278	2,433,224	3,357,606	3,191,875	Hay.....	36,782	76,243	80,676	37,633
Loosely woven.....	813,692	659,252	780,544	1,116,269	Hides and skins:				
Wearing apparel.....	267,188	199,697	68,952	91,847	Goatskins.....	629	321	14	27
Carpets.....	359	403	201	743	Hides of cattle.....	48,218	9,186	21,260	3,549
Yarn and thread.....	641,163	779,910	997,519	1,092,563	All other.....	18,991	3,094	966	7,765
Quiltings and piqués.....	46,738	23,185	8,730	11,866	Honey.....	2,283	681	1,924	1,490
Velveteens and corduroys.....	33,317	13,785	26,600	15,141	Hops.....	21,763	17,170	14,588	7,995
Tulles and laces.....	118,093	50,470	55,161	48,151	Hats and caps.....	258,189	118,862	102,612	83,739
Knit fabrics.....	516,219	594,308	764,109	777,749	Ink:				
Waste, cops and mill.....	9,679	15,636	11,095	13,379	Printers'.....	2,721	2,288	1,619	1,689
All other.....	151,565	149,910	276,445	282,027	All other.....	9,158	8,517	9,962	6,503
Total cotton goods.....	6,284,370	4,962,354	6,429,873	6,753,648	Instruments, electrical.....	82,262	54,532	77,636	185,185
Chemicals, drugs, and dyes:					Incandescent electric lamps.....	12,381	6,078	7,394	13,440
Acids.....	16,220	14,268	8,715	12,468	Iron and steel, and manufactures of:				
Asbes, pot and pearl.....	9,192	4,359	1,542	1,207	Fine articles—				
Copper, sulphate of.....	258	33	5,402	399	Needles and pins, etc....	27,419	25,396	20,282	22,546
Dyes.....	7,840	9,858	6,142	18,708	All other.....	19,084	4,181	9,103	3,114
Mineral waters.....	69,273	47,960	54,401	53,644	Pig iron.....	5,813	6,450	16,676	8,284
Medicines, patent.....	29,019	25,182	47,186	28,067	Bar iron.....	54,052	60,595	81,903	49,515
Opium.....	721,551	770,596	850,385	440,464	Bars and rods of steel.....	43,164	58,852	28,180	31,591

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS, BY ARTICLES, DURING THE FISCAL YEARS 1903 TO 1906—Continued.

IMPORTS—Continued.

ARTICLES.	1903	1904	1905	1906	ARTICLES.	1903	1904	1905	1906
	Dollars.	Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.
Iron and steel, and manufactures of—Continued.					Matches.	104,735	105,866	40,486	57,055
Hoops, bands, and scroll....	1,126	1,397	341	559	Metal and metal compositions:				
Rails for railways—					Tin—				
Iron.....	10,754	7,508		18	In sheets, bars, and ingots.....	8,701	13,849	13,406	18,265
Steel.....	646	249,089	227,115	11,232	Manufactured articles, tin.	44,687	35,520	37,886	27,868
Sheets and plates—					Metal and metal compositions.	6,477	2,956	6,075	3,858
Iron.....	224,597	237,126	246,744	281,921	Manufactures of.....	5,031	7,534	1,520	2,927
Steel.....	27,334	19,681	14,372	15,194	Musical instruments:				
Structural iron and steel....	69,397	49,580	163,527	80,989	Organs.....	159	1,167	672	1,372
Wire and wire cables.....	19,643	34,403	40,833	31,375	Pianos.....	17,119	20,091	19,660	20,208
Builders' hardware.....	24,213	14,989	25,100	14,064	All other.....	35,297	30,502	19,332	15,136
Saws.....	6,302	5,934	3,285	2,076	Oilcloths:				
All other tools.....	76,033	125,488	105,584	89,331	For floors.....	317	798	402	226
Car wheels.....	89	1,363	5,800	2,746	All other.....	31,455	24,613	36,127	22,351
Castings not elsewhere specified.....	26,753	24,040	66,569	66,263	Oils:				
Cutlery—					Animal oils—				
Table.....	5,721	4,106	4,503	4,411	Fish oil.....	2,128	277	793	360
All other.....	60,393	67,794	46,914	56,313	Lard oil.....	2,792	4,218	2	11
Firearms.....	13,458	71,118	9,952	13,692	Whale oil.....		135		29
Total iron and steel.....	715,991	1,069,090	1,116,903	791,234	All other.....	2,341	2,666	3,758	2,008
Machinery and machines:					Mineral oils.				
Cash registers.....	3,053	2,340	2,510	1,228	Petroleum, crude.....	928	392	38	40
Electrical machinery.....	7,378	19,532	184,334	86,105	All other crude mineral..	2,762	348	2,802	750
Laundry machinery.....	31				Refined or manufactured—				
Metal working.....	696		641		Naphtha and gasoline.....	5,357	14,126	13,447	9,170
Printing presses, and parts of.....	28,399	8,791	11,757	3,238	Kerosene, petroleum.....	652,557	485,435	792,897	358,297
Pumps and pump machinery	19,626	21,399	39,258	12,829	Lubricating paraffin oil.....	24,677	48,064	37,190	67,914
Sewing machines, and parts of.....	119,348	122,109	50,553	46,431	Residuum and mineral tar.....	4,418	15,396	10,546	10,985
Shoe machinery.....		53			Vegetable oils.				
Steam engines, and parts of.....					Cotton seed oil.....	28	24		56
Locomotives.....	3,845	20,143	22,143	16,371	Linseed oil.....	40,989	32,668	37,142	55,924
Stationary.....	36,113	43,148	43,290	79,582	Olive oil.....	46,977	41,835	34,054	34,067
Boilers, and parts of engines.....	45,183	47,617	107,686	44,181	Volatile or essential oils—				
Typewriter machines.....	20,714	48,631	34,696	29,933	Peppermint oil.....	989		3	255
Sugar machinery.....	3,693	17,646	10,455	12,071	All other essential oils.....	13,887	9,400	4,287	4,844
Other machinery.....	219,952	285,624	266,403	209,802	All other vegetable oils.....	36,256	36,699	37,169	28,623
Detached parts of.....	79,698	136,993	119,469	68,418	Paints, pigments, and colors:				
Total machinery.....	587,629	774,026	893,195	610,189	Carbon gas and lampblack..	1,686	1,238	1,799	1,984
Nails and spikes:					Zinc, and oxide of.....	16,946	14,586	14,549	12,952
Cut.....	580	4,558	1,353	1,157	All other.....	127,319	142,009	145,833	124,023
Wire.....	43,000	44,805	33,739	24,191	Paper, and manufactures of:				
All other, including tacks ..	11,526	21,184	21,175	18,380	In sheets.....	12,997	3,844	633	7,226
Pipes and fittings.....	39,534	94,556	106,656	50,603	All other.....	247,241	251,243	250,120	196,468
Scales.....	24,892	13,406	10,633	3,917	Manufactures of—				
Scales and balances.....	16,376	15,311	12,721	9,612	Paste and carton pierre.....	14,060	893	452	150
Stoves and ranges.....	5,854	10,022	10,412	11,909	Wrought.....	1,591	2,819	488	309
All other iron and steel manufactures.....	456,709	375,978	439,336	275,458	Paper for printing purposes.....	92,269	73,820	89,571	63,041
Grand total iron, and manufactures of.....	1,902,491	2,412,936	2,646,123	395,227	Wrapping paper.....	6,136	26,305	55,906	39,747
Jewelry.....	217,307	258,928	160,165	150,884	Blank books and headed paper.....	29,015	26,584	30,546	34,615
Lamps.....	28,668	14,759	23,582	28,900	Writing paper and envelopes.....	76,607	74,723	71,770	58,106
Chandeliers.....	305	80		78	Wall paper.....	880	322	146	628
All other manufactures of gold or silver.....	40,946	20,432	15,112	28,282	Straw paper and strawboard.....	19,736	24,223	11,618	8,523
Lead, and manufactures of:					Sand or glass paper.....	2,703	6,030	3,811	1,164
Pigs, bars, and old.....	7,441	14,422	4,661	5,625	Total.....	503,235	490,806	515,061	409,977
Pipe.....	2,080	3,542	2,695	1,517	Paraffin and wax.....	137,430	100,637	59,341	65,487
All other manufactures of.....	8,631	12,729	14,544	14,337	Perfumery and cosmetics.....	83,308	75,474	67,677	69,209
Leather, and manufactures of:					Plated ware.....	67,582	77,519	36,382	21,408
Unmanufactured—					Provisions:				
Sole leather.....	1,034	1,823	2,604	2,604	Beef products—				
Upper leather.....	494		150		Beef—				
All other upper.....	1,387	1,135	5,426	4,728	Canned.....	20,686	23,433	11,505	43,415
All other unmanufactured.....	57,895	88,126	74,461	51,836	Fresh.....	82,155	204,262	491,289	389,015
Manufactures of—					Salted or pickled.....	838	499	461	1,627
Boots and shoes.....	541,363	344,382	356,605	336,552	Cured.....	811	426	421	34
Harness and saddles.....	18,851	16,149	10,560	8,148	Tallow.....	3,101	1,508	6,603	4,544
Trunks, valises, etc.....	7,816	5,295	1,916	4,225	Hog products—				
All other.....	57,937	35,625	41,445	53,126	Bacon.....	7,768	11,135	20,649	10,933
Lime.....	347	317	242	195	Hams and shoulders.....	155,130	167,181	148,914	144,689
Malt.....	37,259	51,696	34,696	43,053	Pork—				
Malt liquors:					Canned.....	10,062	14,635	1,625	770
Beer—					Fresh.....	5,728	7,642	24,928	20,286
In wood.....	282	2,601		32,133	Salted or pickled.....	1,204	231	145	378
In bottles.....	452,292	269,697	251,241	161,788	Lard.....	185,894	262,140	197,988	164,353
All other malt liquors.....	35,557	38,113	27,491	31,556	Lard products, and substitutes for.....	2,501	6,059	10,804	9,426
Total malt liquors.....	488,131	310,411	278,732	225,477	Mutton.....	4,614	18,264	31,239	23,335
Marble and stone, and manufactures of:					Oleomargarine.....	6,638	330	819	70
Marble, rough, in slabs or blocks.....	3,957	2,504	3,754	1,516	Imitation butter.....	55,220	31,895	23,714	33,554
Marble, wrought, chiseled, etc.....	2,244	2,928	1,475	1,604	Poultry and game.....	13,390	9,624	4,478	8,658
Stone, paving, unwrought.....	961	619	1	1	All other.....	127,423	95,266	95,042	94,232
All other.....	10,352	9,177	9,294	5,567	Dairy products—				
					Butter.....	48,401	56,583	82,736	70,630
					Cheese.....	43,959	38,518	46,668	42,384
					Milk.....	247,366	251,261	233,667	284,492
					Condensed milk.....	10,061,323	11,548,814	7,456,738	4,375,343

* A small quantity of beer imported in bulk from Germany in iron casks included with bottled beer.

IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS, BY ARTICLES, DURING THE FISCAL YEARS 1903 TO 1906—Continued.

IMPORTS—Continued.

ARTICLES.	1903	1904	1905	1906	ARTICLES.	1903	1904	1905	1906
Rubber:	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	Vessels:	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Belting, hose, and bagging	13,097	31,252	31,837	26,135	Steam	24,705	18,324	72,063	3,290
Boots and shoes	13,556	7,150	8,827	9,136	Sailing	17,415	19,503	16,502	22,966
All other	63,244	70,096	56,194	70,695	Whalebone	34	281	8	6
Samples with commercial value	3,436	378	149	1,645	Walking sticks, umbrellas, etc.	29,532	11,492	9,026	14,059
Salt	20,985	5,176	5,109	1,852	Wines:				
Seeds:					In bottles	55,224	29,364	29,882	33,547
Flax and timothy seed	350	20		40	In other coverings	154,419	202,458	126,493	100,978
All other	11,290	7,584	4,812	8,617	Sparkling liquors	49,269	34,841	36,713	39,055
Shells and mother-of-pearl	22,191	15,366	16,454	10,880	Total wines	258,912	266,663	193,089	173,580
Silk, and manufactures of:					Wood, and manufactures of:				
Raw	75,144	590	84	52	Unmanufactured—				
Manufactures of—					Timber—				
Yarn and thread	111,683	238,228	161,341	124,001	Pine wood, unplanned	4,146			905
Velvets and plushes	40,958	25,510	59,670	15,846	Sawed	2,405			
Tulles and laces	76,838	29,309	23,373	21,971	Hewn	2,480	709		
Knit fabrics	1,872	2,022	1,978	3,063	Logs and other	7,113	80,640	96,117	13,691
All other	359,376	250,381	234,275	207,164	Lumber—				
Total	665,871	546,040	480,721	372,097	Boards, deals, and				
Spices:					planks	172,645	250,803	334,832	344,623
Pepper	12,338	12,807	8,974	9,421	Joists and scantlings	345	18,008		366
All other	7,940	6,828	5,712	6,380	Shingles	196		905	800
Soap:					Shooks—				
Common	8,499	10,837	14,716	21,155	Box	8,983	31,435	4,560	149
All other	29,472	23,947	29,703	26,487	All other	2,695	4,171		948
Spermaceti and spermaceti wax	6,670	768	4,636	239	Staves	1,212	4,186	465	1,713
Spirits, distilled:					Heading		342		
Brandy	33,285	22,396	26,468	17,042	All other	9,055	2,249	6,536	2,839
Whisky					Manufactures of—				
Bourbon (Scotch)	41,825	16,172	4,144	16,308	Ordinary cases in which				
Rye	101,717	82,542	79,496	20,992	imported goods are				
All other distilled	130,854	106,468	159,598	145,183	packed	2,856			
Total spirits	307,681	227,578	269,706	199,525	Doors, sashes, and blinds	531	7,700	464	315
Starch	4,072	4,365	4,625	6,464	Furniture, not elsewhere				
Stereotype and electrotype plates	260	7		59	specified	72,668	86,090	67,315	45,112
Straw and palm leaf	2,897	437	500	2,408	Hogsheads and barrels,				
Sugar and molasses:					empty	505	690	57	2,052
Molasses	444	666	780	518	Trimming and molding	14,371	8,029	3,493	5,739
Sirup	3,652	4,998	3,003	4,079	Wooden ware	15,179	4,466	7,508	2,142
Raw	329			207	All other	79,096	96,967	78,539	71,851
Refined	143,117	194,661	159,741	93,638	Wool, and manufactures of:				
Candy and confectionery	42,473	27,400	21,951	30,452	Raw	7,425	4,641	7,976	9,271
Tea	46,777	36,601	37,957	38,231	Manufactures of—				
Trees, plants, and moss	755	928	1,195	365	Carpets	3,986	4,023	2,511	3,125
Tobacco, and manufactures of:					Flannels and blankets	10,686	15,377	20,236	8,279
Unmanufactured—					Wearing apparel	36,705	41,920	23,821	40,212
Leaf	3,205	2,646	5,627	8,106	Woolen yarn	3,192	4,277	3,957	3,378
All other	107	105	90		Cloth, spun or twilled	116,057	123,105	50,961	50,787
Manufactures of—					All other manufactures of	111,131	88,086	73,997	64,715
Cigars	1,194	516	275	1,983	Total wool	289,182	281,429	183,459	179,767
Cigarettes	5,430	5,066	3,616	3,129	Zinc, and manufactures of	20,466	22,450	21,222	19,319
Plug (chewing)	39	34	10	11	Gold and silver:				
Powder and snuff	8	98	542	1,223	Gold—				
All other	1,583	4,260	4,739	9,205	In bullion			2,699	24
Varnish	11,715	17,802	13,313	20,553	Gold coin	57,985	1,772	82,550	5,869
Vegetables:					Silver—				
Beans and peas	85,616	70,909	67,130	67,949	In coin	1,933,435	1,080,947	694	1,450
Onions	91,218	105,109	92,872	94,578	Philippine currency			196	
Potatoes	123,579	173,327	201,433	146,714	Spanish-Philippine paper		1,411		
Vegetables, canned	103,700	71,774	59,182	66,858	Copper coin			12,500	
Dried pulse	9,868	8,455	2,105	553	United States currency			25,000	
All other	99,530	73,264	98,960	81,976	All other articles not elsewhere				
Vinegar	3,093	1,514	2,192	1,525	specified	223,654	104,989	113,168	133,668
					Grand total importations	35,099,842	34,327,481	30,999,988	25,799,266
					Of above free of duty	3,765,843	2,714,183	1,683,623	1,903,622

EXPORTS.

Animals:					Fertilizers		1,232		
Horses and mules	1,280	2,510	1,280	298	Fibers, and manufactures of:				
All other	92	3,533	437	830	Hemp	21,701,575	21,794,960	22,146,241	19,446,769
Animal products	8,383			30	Maguay			188,219	219,054
Bamboo, and manufactures of:					Cotton, raw			357	823
Hats			79,500	151,782	All other unmanufactured	173,776	161,634	125	494
Mats and mattings			1,099	501	Bags	504	4,955	47,049	313
All other			38		Cordage	7,771	30,767	19,804	23,453
Bejuco, and manufactures of:					Twine	385		3,382	60
Bejuco			673	3,347	Sinamay textiles			5,856	7,687
Hats			6,854		All other manufactures	18,201	7,258	4,184	5,911
Furniture			50		Fish:				
All other			9	324	Trepang	6,856	4,517	9,335	48,669
Books, maps, and engravings	2,122	4,755	3,865	3,880	All other	12,648	30,654	3,202	31,818
Buri, and manufactures of:					Fruits and nuts:				
Hats			17,760	10,613	Bananas			1	919
Mats			1,049	419	Cocoanuts	63	963		51
Cacao	11	109	210		Copra	4,472,679	2,527,019	2,095,352	4,043,045
Coffee	1,378	2,793	2,552	1,799	Betelnuts			400	75
Chemicals, drugs, dyes, etc.					Candlenuts			8	
Indigo	11,878				All other nuts	584	1,949	53	102
Tintarron		1,940			All other fruits, green or ripe	409	5,534	9,910	11,015
All other	3,355	2,833	741	60	Gums and resins:				
Copper, and manufactures of:					Almaciga	7,302	47,051	27,561	28,534
Old copper			47,966	60,434	Copal	41,186	33,454	14,017	20,506
All other	12,070	26,119	23	650	Glue	12,618	10,211	11,540	6,632
Earthenware, stone, and china	207	559	104	559	Pitch	651	352	1,500	

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS, BY ARTICLES, DURING THE FISCAL YEARS 1903 TO 1906—Continued.

EXPORTS—Continued.

ARTICLES.	1903	1904	1905	1906	ARTICLES.	1903	1904	1905	1906
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Gums and resins—Continued.					Silk, manufactures of.....	1,684	154		
Gutta-percha.....			1,381	18,123	Soap:				
Rubber.....			93	5	Common.....	54	41	23	359
All other.....	111,872	24,109	24,523	13,429	All other.....	34			
Glass and glassware:					Spices.....	10			1
Empty bottles.....			1,910	2,785	Starch.....		30		
All other.....	724	3,842	30	40	Salt.....	42	58	21	1,437
Grease.....	618	70			Spirits and wines:				
Hats, all other not elsewhere specified.....			23,013	13,197	Rum.....	21	4,542		
Hides:					All other distilled.....	20,162	1,639	384	
Hides of cattle.....	46,023	47,127	2,056	2,159	Wines.....	713	988	30	
Hides of carabao.....			22,875	2,044	Sugar and molasses:				
All other.....	29,622	325	10,716	10,716	Molasses.....		24	335	1,748
Horns, bones, and hoofs.....	1,101	3,838	1,329	460	Sirup.....				1,029
Iron:					Sugar:				
Iron ore.....	165	100			Raw or brown.....	3,955,828	2,668,507	4,977,026	4,863,865
Scrap iron.....	2,746	3,756	8,524	11,160	Refined.....	2,380	18		44
Iron and steel, and manufactures of.....	18,084	31,494	445	785	Candy and confectionery.....	1,128	2,957	2,725	1,577
Jewelry and precious stones:					Tobacco:				
Pearls.....			75		Unmanufactured.....	902,610	1,021,949	1,005,404	1,458,658
All other.....			4,000	2,131	Cigars.....	947,144	968,869	968,022	904,250
Knitted goods.....	300	56			Cigarettes.....	20,699	12,586	16,404	16,801
Leather:					All other.....	11,305	10,183	6,208	10,181
Unmanufactured.....	6,784	4,223	1,715	2,875	Total tobacco.....	1,881,758	2,013,287	1,996,038	2,389,890
Manufactures of.....	119	1,519			Vegetables:				
Metal, compositions and manufactures of.....	5,716	9,690		494	Beans and dried pease.....	41	757	586	37
Oils:					Potatoes.....	40			37
Olive oil.....	140	48			All other vegetables.....	1,727	254	273	49
Animal oils.....	40				Wood:				
Cocconut oil.....	355	73	9	39,583	Cabinet ware, etc.....	2,238	6,748	640	2,913
Candle-nut oil.....		1,804			All other manufactured.....	2,419	11,030	3,181	309
Ilang-ilang oil.....	104,139	103,247	100,349	93,172	Mahogany.....			4,514	3
All other.....	2,300	2,424	87		Sapan.....	29,782	46,725	27,142	16,326
Paraffin and stearin and wax:					All other unmanufactured.....	3,190	21,400	32,930	3,093
Paraffin and stearin.....	1,125	13,794			Zinc in blocks.....	997	350	3,165	4,391
Beeswax.....			5,740	21,940	All other articles not elsewhere specified.....	81,685	108,718	40,898	48,217
All other.....			1,055	6,952	Reexportation:				
Perfumery and cosmetics.....	3,278	1,275	886	1,200	Provisions.....		139,950	1,165	7,146
Provisions:					All other.....	59,452	14,599	136,069	81,163
Meats, salted, pickled.....		23			Gold and silver:				
Cheese.....	28				Gold in ore.....	100	3,085		258
All other meat and dairy products.....	2,151	1,114	5	20	Gold in bullion.....			3,250	750
Rice husks.....			7,068	5,723	Gold in coin.....	179,490	67,000	76,670	18,340
Straw manufactures, hats.....	137,369	84,625	32,527	4,387	Silver in coin.....	5,977,741	4,118,496	4,143,319	534,816
Seeds:					American bills.....	361,005	2,427,707	539,156	196,230
Ajonjolli.....	7,428	26,888	5,055	2,143	Copper coins.....	1,962	185,355	1,050	3,475
Sesame.....		175		109	Philippine paper money.....	4,000	8,500		
All other.....	3,938	2,560	13,028	189	Spanish bank notes.....			750	
Shells:					Grand total.....	39,674,318	37,033,185	37,116,810	32,671,239
Mother-of-pearl.....	89,585	80,932	92,608	62,018					
Tortoise shell.....	6,343	8,600	12,392	13,951					
All other.....	25,025	14,866	11,832	30,435					

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED.

IMPORTS.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
Agricultural implements.....		28,951		9,892		65,671		153,705
Imported from—								
United States.....dut..no.		6,465		6,815		59,801		124,967
United Kingdom.....dut..no.		18,008		2,808		4,190		25,111
Germany.....dut..no.		781				55		2,261
Animals:								
Cattle.....dut..no.	29,783	728,818	35,828	834,560	30,256	772,812	30,729	828,206
Imported from—								
United States.....dut..no.			5	550	64	2,470		
China.....dut..no.	19,108	474,739	31,417	729,942	28,967	720,946	27,788	755,787
Hongkong.....dut..no.	6,471	150,109	4,082	91,163	170	4,747	227	7,160
Dutch East Indies.....dut..no.	48	1,168	1	23	249	5,297		
French East Indies.....dut..no.	355	4,951	66	1,964	120	3,583	2,132	48,735
Australasia.....dut..no.	24	1,440	101	6,362	632	34,366	188	9,553
Horses.....dut..no.	570	27,383	499	54,349	406	44,679	128	16,666
Imported from—								
United States.....dut..no.					149	15,380		
United Kingdom.....dut..no.			1	109			1	389
China.....dut..no.	158	7,895	230	18,658	24	1,556	19	1,340
British East Indies.....dut..no.	27	3,649	7	628	7	1,508	3	741
Australasia.....dut..no.	22	3,696	256	34,647	226	26,235	105	14,196

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Animals—Continued.								
Mules.....dut. no.	77	Dollars. 9,322	135	Dollars. 18,597	137	Dollars. 13,899		
Imported from—								
United States.....dut. no.			20	5,851	58	5,800		
China.....dut. no.	77	9,322	115	12,746	63	6,575		
Australasia.....dut. no.					16	1,524		
Bones, hoofs, horns, horn tips, and waste.....dut.		24,215		18,415		24,406		22,529
Imported from—								
United States.....dut.		1,305		1,802		1,762		955
United Kingdom.....dut.		2,642		2,315		3,955		2,700
Germany.....dut.		1,509		1,148		6,173		3,672
France.....dut.		6,142		4,876		5,428		6,382
Spain.....dut.		7,951		2,274		1,756		1,825
Belgium.....dut.		166				1,022		1,716
China.....dut.		2,232		2,066		1,351		2,094
Japan.....dut.		842		2,330		1,861		1,763
British East Indies.....dut.		755		852		716		467
Books, music, maps, engravings, and other printed matter:								
Books, maps, and scientific instruments for use in schools.....free.		28,823		129,092		89,237		26,644
Imported from—								
United States.....free.		10,381		122,244		64,957		12,174
France.....free.		913		42		459		242
Spain.....free.		14,269		4,150		21,108		12,809
All other.....dut.		78,402		134,032		142,671		93,724
Imported from—								
United States.....dut.		23,045		32,902		45,299		22,322
United Kingdom.....dut.		1,979		9,036		4,110		5,277
Germany.....dut.		4,075		9,287		25,847		11,155
France.....dut.		3,736		4,080		4,252		4,004
Spain.....dut.		25,144		50,286		45,590		35,130
Belgium.....dut.		8,041		6,951		5,985		4,558
Switzerland.....dut.		124		370		1,207		546
China.....dut.		3,255		3,089		2,132		2,317
Hongkong.....dut.		1,901		11,166		1,715		2,021
Japan.....dut.		4,251		5,259		4,434		5,087
Brass, manufactures of.....dut.		99,981		165,392		155,864		122,932
Imported from—								
United States.....dut.		34,960		78,088		70,392		46,083
United Kingdom.....dut.		20,658		33,004		24,975		20,159
Germany.....dut.		26,395		31,259		27,575		28,703
France.....dut.		5,793		9,255		12,156		7,633
Spain.....dut.		3,549		3,096		3,331		1,866
China.....dut.		1,839		3,403		3,212		2,943
Hongkong.....dut.		1,677		2,501		2,176		2,498
Japan.....dut.		711		605		1,740		2,079
British East Indies.....dut.		1,446		1,450		3,427		1,570
Dutch East Indies.....dut.		148		60		4,824		2,550
Breadstuffs:								
Bread and biscuit.....dut. lbs.	775,443	96,035	496,454	48,696	320,781	31,940	365,042	39,346
Imported from—								
United States.....dut. lbs.	35,607	4,083	126,295	8,981	86,636	7,582	50,612	6,390
United Kingdom.....dut. lbs.	313,236	36,206	231,106	24,768	128,388	15,087	237,624	25,486
Germany.....dut. lbs.	9,720	1,295	5,780	626	3,267	450	5,844	580
France.....dut. lbs.	18,049	2,059	22,065	2,741	5,823	719	19,716	2,094
Spain.....dut. lbs.	143,131	24,670	20,923	5,068	10,428	1,857	12,926	2,237
British East Indies.....dut. lbs.	227,221	25,180	78,642	5,575	40,482	3,824	15,128	1,293
Australasia.....dut. lbs.	1,707	170	1,672	145	22,160	995	3,910	339
Oats.....	17,440	9,655	103,505	46,115	121,164	56,968	97,008	35,172
Imported from—								
United States.....dut. bush.	9,214	5,005	52,473	24,810	110,614	53,286	63,665	22,511
Australasia.....dut. bush.	1,922	992	48,394	19,925	10,529	3,066	33,245	12,621
Macaroni and vermicelli.....dut. lbs.	1,947,648	71,656	2,108,920	77,305	2,455,200	86,598	1,670,573	75,830
Imported from—								
United States.....dut. lbs.	7,404	472	6,786	508	16,774	801	12,440	884
United Kingdom.....dut. lbs.	19,747	702	28,448	1,130	12,529	613	1,345	119
Spain.....dut. lbs.	47,570	3,540	89,300	5,810	52,597	3,339	37,610	2,495
China.....dut. lbs.	1,583,875	60,087	1,274,367	56,584	1,392,276	65,613	1,292,192	63,958
British East Indies.....dut. lbs.	228,634	4,074	680,814	11,699	957,554	15,152	311,606	7,334
Wheat flour.....dut. bbls.	188,263	727,950	205,987	842,908	168,319	727,591	195,866	824,039
Imported from—								
United States.....dut. bbls.	177,398	686,291	203,446	833,056	140,601	613,987	107,102	447,454
United Kingdom.....dut. bbls.	1	6				1	996	4,293
Spain.....dut. bbls.	3	15	3	20	4	30	1	5
China.....dut. bbls.	7,672	28,899		3		332	20	87
Hongkong.....dut. bbls.	2,169	8,383						
Japan.....dut. bbls.	1	5	1	3		1	1	11
British East Indies.....dut. bbls.	7	33	20	84	67	334	32	160
Australasia.....dut. bbls.	1,012	4,318	2,517	9,742	27,584	112,897	87,585	371,564

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
		Dollars.		Dollars.		Dollars.		Dollars.
Bricks, fire.....dut.		2,929		5,200		7,302		2,329
Imported from—								
United States.....dut.		88				1,439		363
United Kingdom.....dut.		916		1,152		5,210		1,133
China.....dut.		366		2,092		472		174
Brooms and brushes.....dut.		17,137		9,439		11,167		15,357
Imported from—								
United States.....dut.		1,825		5,302		4,850		6,324
United Kingdom.....dut.		3,158		674		1,271		1,496
Germany.....dut.		4,016		1,279		2,315		3,050
France.....dut.		2,283		976		638		779
Spain.....dut.		125		15		960		25
Candles.....dut..lbs.	1,250,865	125,265	857,053	94,714	580,390	56,294	755,698	70,935
Imported from—								
United States.....dut..lbs.	402	54	7,105	682	11,531	1,260	315	54
United Kingdom.....dut..lbs.	268,205	27,282	177,286	16,488	95,643	7,998	42,145	3,861
Germany.....dut..lbs.	49,208	4,433	36,986	3,533	26,513	2,460	11,436	995
Spain.....dut..lbs.	423,308	42,712	299,343	42,418	141,619	17,969	126,922	15,227
Belgium.....dut..lbs.	22,920	2,123	16,685	1,452	19,917	1,627	50,765	4,188
Netherlands.....dut..lbs.	29,149	2,886	50,683	4,598	3,740	362	3,023	286
China.....dut..lbs.	148,947	14,367	117,466	10,465	161,920	13,681	103,779	9,205
Hongkong.....dut..lbs.	57,276	5,412	2,699	265	5,907	499	76,342	5,869
Japan.....dut..lbs.	60,380	5,963	41,940	3,874	10,392	896	4,019	244
British East Indies.....dut..lbs.	181,571	19,154	106,825	10,928	103,108	9,521	295,582	26,838
Cars, carriages, and other vehicles, and parts of:								
Cars, and parts of—								
For steam railways.....dut.		1,176		1,648		44,033		131
Imported from—								
United States.....dut.						2,307		
United Kingdom.....dut.		56		343		41,726		131
For other railways.....dut.		3,918		2,820		60,313		152,629
Imported from—								
United States.....dut.				2,820		821		33,637
United Kingdom.....dut.		2,915				682		105,461
Germany.....dut.		795				275		637
Belgium.....dut.						58,535		12,894
Cycles, and parts of.....dut.		20,170		15,800		9,348		4,443
Imported from—								
United States.....dut.		18,549		14,406		8,818		3,130
France.....dut.		690		929		418		403
Carriages, and parts of.....dut.		67,276		87,916		94,113		57,460
Imported from—								
United States.....dut.		36,301		59,062		39,476		30,142
United Kingdom.....dut.		8,594		7,795		9,772		5,787
Germany.....dut.		2,856		5,035		9,040		5,717
France.....dut.		11,811		13,556		26,864		13,996
Spain.....dut.		4,105		517		7,822		808
Celluloid, and manufactures of.....dut.		35,014		53,137		42,751		25,538
Imported from—								
United States.....dut.		9,778		9,049		7,237		6,127
United Kingdom.....dut.		264		577		710		1,372
Germany.....dut.		8,257		8,975		14,677		6,519
France.....dut.		14,077		29,919		14,502		6,030
Spain.....dut.		775		1,090		1,925		1,785
Austria-Hungary.....dut.		125		437		888		129
Belgium.....dut.		358		430		2,307		1,871
Cement.....dut.		62,343		140,252		236,405		196,293
Imported from—								
United States.....dut.		1,428		1,078		10,322		14,695
United Kingdom.....dut.		7,132		14,662		12,402		13,923
Germany.....dut.		11,200		12,567		61,154		52,494
Belgium.....dut.		7,077		11,610		26,956		16,095
Denmark.....dut.						1,305		1,709
China.....dut.		9,031		70,895		99,589		40,602
Hongkong.....dut.		24,323		25,699		8,270		46,308
Japan.....dut.		279		2,571		15,557		9,030
Coal, bituminous.....dut. tons.	147,845	435,311	182,468	559,256	188,760	522,127	173,811	414,766
Imported from—								
United Kingdom.....dut. tons.	11,025	27,808	5,878	14,079	11,364	31,254		
Japan.....dut. tons.	11,706	36,922	14,516	42,175	64,125	229,784	3,771	11,900
Australasia.....dut. tons.	124,555	368,210	161,389	500,224	112,896	259,831	167,961	391,673
Clocks, watches, and parts of:								
Clocks, and parts of.....dut.		17,065		8,414		9,495		14,589
Imported from—								
United States.....dut.		3,252		3,174		2,244		4,667
United Kingdom.....dut.		1,746		368		351		787
Germany.....dut.		3,300		1,026		2,576		3,304
France.....dut.		1,580		1,370		1,280		2,543

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Clocks, watches, and parts of—Continued.		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
Watches, and parts of.....dut.....		95,317		65,129		71,451		78,487
Imported from—								
United States.....dut.....		28,120		17,901		18,018		26,418
United Kingdom.....dut.....		408		612		541		104
Germany.....dut.....		1,069		1,108		867		180
France.....dut.....		35,098		28,165		30,466		24,674
Switzerland.....dut.....		24,277		16,132		21,064		23,021
Cocoa.....dut.....lbs.....	1,380,655	202,949	1,353,561	178,651	1,242,258	149,656	1,296,586	149,982
Imported from—								
United States.....dut.....lbs.....	3,587	1,219	12,478	2,733	8,043	1,634	16,223	3,501
United Kingdom.....dut.....lbs.....	10,038	1,757	5,254	2,230	2,271	1,059	2,544	1,094
British East Indies.....dut.....lbs.....	1,238,681	179,228	1,229,472	161,685	1,189,035	141,582	1,216,935	135,974
Dutch East Indies.....dut.....lbs.....	87,083	12,768	89,347	8,892	31,830	3,459	54,875	8,051
Coffee.....dut.....lbs.....	851,153	74,013	776,961	61,341	854,035	79,054	1,013,678	91,191
Imported from—								
United States.....dut.....lbs.....	19,012	2,540	112,600	15,481	59,596	8,930	49,463	7,338
United Kingdom.....dut.....lbs.....	53,527	4,629	39,461	1,351	3,727	363		
China.....dut.....lbs.....	74,943	6,632	18,780	1,612	125,974	12,253	35,202	3,692
British East Indies.....dut.....lbs.....	608,767	50,706	548,604	39,274	620,290	53,140	874,332	74,861
Dutch East Indies.....dut.....lbs.....	81,646	8,097	52,252	3,256	43,115	4,200	51,480	4,946
Copper, and manufactures of:								
Ingots, bars, and sheets.....dut.....lbs.....	522,082	64,667	537,875	69,298	363,314	45,110	367,490	52,076
Imported from—								
United States.....dut.....lbs.....	114,578	15,566	141,337	18,380	17,040	2,362	12,906	2,385
United Kingdom.....dut.....lbs.....	345,252	39,240	354,603	45,412	327,040	39,653	345,847	47,524
Spain.....dut.....lbs.....	77	72			10,586	1,584		
Manufactures of.....dut.....		109,368		81,047		150,876		109,437
Imported from—								
United States.....dut.....		26,412		25,655		104,028		68,179
United Kingdom.....dut.....		29,186		25,192		17,606		22,317
Germany.....dut.....		15,037		10,176		11,295		8,307
France.....dut.....		12,976		6,710		5,516		3,616
China.....dut.....		7,647		8,256		5,122		3,730
Hongkong.....dut.....		3,921		1,749		1,549		574
Japan.....dut.....		2,311		1,587		2,170		1,045
British East Indies.....dut.....		2,892		659		2,925		245
Cork, and manufactures of cork bark:								
Cork stoppers.....dut.....		16,259		14,679		16,259		14,222
Imported from—								
United States.....dut.....		259		118		51		91
United Kingdom.....dut.....		980		2,418		1,911		1,819
Germany.....dut.....		1,305		547		609		765
Spain.....dut.....		12,661		11,406		13,424		11,314
Cotton, and manufactures of:								
Cotton, raw.....dut.....lbs.....	600,864	66,079	284,610	42,514	726,683	82,911	929,684	112,040
Imported from—								
United States.....dut.....lbs.....	596,624	65,754	276,136	41,560	705,294	81,364	925,548	111,593
Manufactures of—								
Cloths—								
Closely woven.....dut.....		3,686,543		2,433,224		3,357,606		3,192,018
Imported from—								
United States.....dut.....		319,117		230,896		648,159		210,716
United Kingdom.....dut.....		2,869,986		1,533,386		1,936,918		2,210,084
Germany.....dut.....		201,130		66,929		60,963		54,551
France.....dut.....		55,700		42,967		30,842		53,148
Spain.....dut.....		254,746		103,078		160,423		87,906
Italy.....dut.....		32,956		26,300		22,019		56,170
Austria-Hungary.....dut.....		5,313		1,377		1,539		4,178
Belgium.....dut.....		62,994		13,473		9,109		20,044
Netherlands.....dut.....		38,931		20,948		34,588		73,844
Switzerland.....dut.....		181,002		206,627		177,602		199,142
China.....dut.....		78,178		74,566		174,078		116,343
Hongkong.....dut.....		43,375		4,086		2,640		10,275
Japan.....dut.....		28,572		13,009		18,566		20,173
British East Indies.....dut.....		113,167		94,761		80,143		75,399
Loosely woven.....dut.....		813,702		659,252		780,544		1,116,290
Imported from—								
United States.....dut.....		17,200		27,774		53,570		12,235
United Kingdom.....dut.....		340,630		193,774		233,807		481,958
Germany.....dut.....		58,698		6,821		2,538		7,338
France.....dut.....		9,436		2,139		4,899		5,834
Spain.....dut.....		92,468		56,396		106,552		126,752
Italy.....dut.....		17,319		11,897		33,351		36,505
Netherlands.....dut.....		6,315		3,963		7,964		9,710
Switzerland.....dut.....		78,055		96,126		80,775		123,430
China.....dut.....		25,318		23,691		23,618		50,200
Japan.....dut.....		996		12,922		7,840		17,111
British East Indies.....dut.....		161,338		221,355		224,756		241,033

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Cotton, and manufactures of—Continued.								
Manufactures of—Continued.								
Wearing apparel.....dut.		Dollars. 267,189		Dollars. 199,697		Dollars. 68,952		Dollars. 91,852
Imported from—								
United States.....dut.		26,843		25,631		15,990		17,798
United Kingdom.....dut.		17,468		11,404		14,042		1,821
Germany.....dut.		48,216		32,064		9,280		10,981
France.....dut.		13,335		8,773		2,695		2,057
Spain.....dut.		133,397		105,319		12,479		36,423
Switzerland.....dut.		2,215		2,781		5,615		2,960
China.....dut.		4,944		2,327		2,913		9,213
Hongkong.....dut.		697		3,150		1,013		451
Japan.....dut.		5,281		4,932		1,976		3,961
British East Indies.....dut.		7,875		1,877		2,090		1,413
Yarn and thread.....dut. lbs.	2,815,741	641,164	3,238,952	779,910	3,985,179	997,519	3,842,395	1,093,097
Imported from—								
United States.....dut. lbs.	8,252	1,479	16,380	3,337	11,594	2,490	8,070	2,010
United Kingdom.....dut. lbs.	1,103,349	353,985	1,054,631	355,066	1,549,286	480,767	1,459,730	578,025
Germany.....dut. lbs.	155,762	35,574	180,739	42,160	101,330	29,134	70,548	20,489
Spain.....dut. lbs.	49,349	15,932	52,361	16,692	52,381	18,550	67,515	17,439
Italy.....dut. lbs.	191,322	36,723	150,528	28,024	129,748	32,263	107,880	23,215
Austria-Hungary.....dut. lbs.			6,867	1,486	35,472	8,084	15,926	3,649
Belgium.....dut. lbs.	19,255	5,051	198,938	54,682	267,531	74,883	167,466	50,095
Netherlands.....dut. lbs.	30,327	6,056	16,295	6,769	15,668	3,641	16,046	4,508
Switzerland.....dut. lbs.	57,109	15,539	75,557	32,116	166,337	65,431	378,156	132,192
China.....dut. lbs.	163,210	25,051	278,782	39,704	384,173	55,667	299,366	47,789
Japan.....dut. lbs.	626,924	86,584	913,461	149,364	1,073,586	191,236	916,303	159,394
British East Indies.....dut. lbs.	295,492	41,132	222,140	33,639	195,338	34,253	324,454	50,986
Quiltings and piques.....dut.		46,738		23,104		8,730		11,884
Imported from—								
United States.....dut.		2,782		1,452		323		408
United Kingdom.....dut.		14,176		7,742		2,472		6,498
Germany.....dut.		10,819		4,968		2,887		595
France.....dut.		1,022		1,424		715		1,392
Spain.....dut.		2,088		1,761		849		127
Velveteens, corduroys, etc.....dut.		33,317		13,866		26,600		15,141
Imported from—								
United States.....dut.		3		244		192		49
United Kingdom.....dut.		15,601		6,815		15,838		7,474
Germany.....dut.		12,309		1,426		3,902		2,294
Spain.....dut.		737		1,815		2,199		1,543
Tulles and laces.....dut.		118,093		50,470		55,161		48,151
Imported from—								
United States.....dut.		753		178		164		244
United Kingdom.....dut.		52,320		34,377		36,770		34,975
Germany.....dut.		46,589		6,483		8,232		3,494
France.....dut.		8,618		6,088		7,094		7,053
Spain.....dut.		1,201		547		1,476		102
Knit fabrics.....dut.		516,219		594,308		764,109		777,749
Imported from—								
United States.....dut.		7,364		8,422		12,837		10,697
United Kingdom.....dut.		11,187		14,191		15,137		16,476
Germany.....dut.		124,360		92,633		148,687		121,690
France.....dut.		15,380		10,047		8,920		12,089
Spain.....dut.		339,190		453,784		552,814		584,331
Switzerland.....dut.		5,827		4,146		12,050		12,547
China.....dut.		3,409		4,306		5,791		7,671
Japan.....dut.		2,450		3,803		2,035		1,549
British East Indies.....dut.		2,100		2,801		3,973		971
Australasia.....dut.				30				
Waste, cops, and mill.....dut. lbs.	167,509	9,679	259,987	15,636	148,119	11,095	213,825	13,377
Imported from—								
United States.....dut. lbs.	7,324	457	29,714	2,253	12,289	1,090	17,091	1,078
United Kingdom.....dut. lbs.	111,988	6,143	142,649	7,632	77,984	5,607	36,780	2,119
Spain.....dut. lbs.	28,468	1,950	43,727	3,485	33,617	2,747	26,180	2,365
Japan.....dut. lbs.	15,085	872	40,419	2,026	18,731	1,124	128,189	7,315
Chemicals, drugs, and dyes:								
Mineral waters, and other nonalcoholic beverages.....free.		70,152		46,941		54,401		53,644
Imported from—								
United States.....free.		8,400		9,074		4,427		8,965
United Kingdom.....free.		1,469		1,697		3,360		2,436
France.....free.		3,011		2,370		4,123		6,674
Spain.....free.		6,295		2,859		7,242		3,776
Japan.....free.		46,527		27,536		34,235		30,218
Medicines, patent and proprietary.....dut.		29,019		25,182		47,186		28,067
Imported from—								
United States.....dut.		9,938		11,610		19,087		9,829
United Kingdom.....dut.		953		1,850		3,401		3,832
Germany.....dut.		2,585		1,570		2,661		1,841
France.....dut.		8,128		5,802		11,935		5,217
Spain.....dut.		4,664		3,694		8,305		7,049

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Chemicals, drugs, and dyes—Continued.		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
Opium.....dut. lbs..	259,472	721,552	249,770	770,596	268,129	850,383	150,292	440,464
Imported from—								
China.....dut. lbs..	122,122	370,025	81,252	254,770	43,593	139,319	17,828	51,226
Hongkong.....dut. lbs..	45,056	109,547	23,657	68,960	11,335	34,201	1,025	4,679
British East Indies.....dut. lbs..	91,874	241,266	130,006	407,493	186,493	599,961	128,859	376,516
Other Asia.....dut. lbs..			14,659	38,787	26,381	76,179	2,367	7,651
Quinine and all alkaloids and cinchona.....free.		7,448		5,398		10,043		13,994
Imported from—								
United States.....free.		210		228		47		391
Germany.....free.		2,642		4,347		6,027		8,889
France.....free.		1,104		51		1,505		3,629
Dutch East Indies.....free.		1,390		81		1,830		68
Earthen, stone, and china ware:								
Earthen and stone ware.....dut.		93,766		59,303		95,412		102,041
Imported from—								
United States.....dut.		2,625		6,344		13,769		3,587
United Kingdom.....dut.		23,023		20,142		21,157		34,576
Germany.....dut.		16,263		4,955		6,885		14,428
France.....dut.		2,232		644		2,459		1,410
Spain.....dut.		3,309		2,693		1,569		1,700
Netherlands.....dut.		15,553		5,472		1,498		7,218
China.....dut.		26,482		15,481		46,413		30,491
Chinaware.....dut.		50,188		31,016		26,203		24,955
Imported from—								
United States.....dut.		3,715		4,897		2,789		361
United Kingdom.....dut.		5,981		5,055		1,945		2,678
Germany.....dut.		18,480		6,566		6,463		8,389
France.....dut.		1,990		2,492		1,761		2,046
China.....dut.		9,962		5,574		5,770		4,459
Hongkong.....dut.		631		707		1,051		979
Japan.....dut.		2,574		3,101		4,404		2,481
Eggs.....free. doz.	1,886,927	294,414	2,465,741	282,074	2,443,223	244,438	2,655,128	265,512
Imported from—								
China.....free. doz.	1,881,650	293,613	2,461,702	281,529	2,437,933	243,909	2,651,274	265,126
Hongkong.....free. doz.	5,256	799	3,971	535	5,290	529	870	87
Fertilizers, manufactured.....dut. tons.	358	25,005	390	29,550	355	28,742	714	25,698
Imported from—								
United Kingdom.....dut. tons.	352	24,534	219	11,091	138	6,978	255	7,700
Germany.....dut. tons.				11		1,158		
Spain.....dut. tons.	6	457	171	18,459	206	20,606	450	17,797
Fans.....dut.		23,067		11,972		21,334		22,608
Imported from—								
United States.....dut.		278		304		304		63
France.....dut.		1,240		1,039		1,171		1,138
Spain.....dut.		884		1,649		2,266		653
Austria-Hungary.....dut.		6		1		405		1,980
Switzerland.....dut.						11		59
China.....dut.		5,889		1,486		1,974		1,146
Hongkong.....dut.		656		506		784		160
Japan.....dut.		13,145		5,411		13,252		16,438
British East Indies.....dut.		524		1,111		1,029		
Fibers, vegetable:								
Unmanufactured.....dut.		74,439		64,668		71,341		58,689
Imported from—								
United States.....dut.		315		3,634		2,471		389
China.....dut.		36,123		34,838		30,261		27,058
Japan.....dut.		11,225		8,825		12,089		9,655
British East Indies.....dut.		15,240		10,349		8,940		6,975
Germany.....dut.		1,076		609		2,785		4,599
Manufactures of—								
Yarn and twine.....dut. lbs.	111,708	21,453	104,439	17,570	105,949	23,991	115,061	22,143
Imported from—								
United States.....dut. lbs.	2,017	684	11,090	1,276	1,201	560	1,825	896
United Kingdom.....dut. lbs.	8,131	1,171	4,619	832	7,779	2,132	12,354	2,351
Germany.....dut. lbs.	34,644	5,721	33,056	4,931	24,019	4,173	29,981	5,164
Spain.....dut. lbs.	3,195	817	13,279	2,679	2,417	540	19,652	2,708
Switzerland.....dut. lbs.	11	2	9	7	3,953	868		
China.....dut. lbs.	61,688	12,517	36,954	6,786	56,881	14,255	42,581	9,877
Bags for sugar.....dut. no.		12,609	6,890	380	349,535	19,125	1,095,406	79,007
Imported from—								
United States.....dut. no.	285	12						
British East Indies.....dut. no.	25,572	10,430	4,964	278	349,135	19,104	592,022	42,500
Cordage and rope.....dut. lbs.	140,248	21,899	263,888	33,527	311,101	42,563	358,167	41,817
Imported from—								
United States.....dut. lbs.	17,261	3,069	52,036	6,391	35,999	3,846	97,241	11,307
United Kingdom.....dut. lbs.	7,256	884	35,656	3,077	34,268	7,073	24,303	3,044
Germany.....dut. lbs.	7,189	983	13,893	1,543	25,567	3,242	28,112	3,212
Spain.....dut. lbs.	73,755	12,186	85,159	13,282	40,660	6,417	49,342	6,877

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Fibers, vegetable—Continued.								
Manufactures of—Continued.								
Cordage and rope—Continued.								
Imported from—Continued.		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
China.....dut. lbs..	24,310	3,713	60,807	7,815	79,703	13,932	84,727	10,677
Hongkong.....dut. lbs..	170	24	545	90	21,350	2,718	34,022	4,048
British East Indies.....dut. lbs..	3,262	169	10,003	571	61,805	4,099	31,272	1,731
Cloths and damasks.....dut..		153,027		102,477		61,757		48,755
Imported from—								
United States.....dut..		1,269		2,026		484		199
United Kingdom.....dut..		48,061		45,472		31,295		20,887
Germany.....dut..		9,634		1,362		2,390		250
France.....dut..		2,119		1,059		1,521		1,491
Spain.....dut..		5,368		2,907		898		6,061
China.....dut..		78,086		44,365		23,349		18,378
Fish, including shellfish:								
Dried, smoked, or cured—Cod, haddock, hake, and pollock.....dut. lbs..	174,088	11,867	234,054	14,337	172,631	11,273	138,961	8,418
Imported from—								
United States.....dut. lbs..	59,885	3,614	109,604	5,904	107,457	6,560	101,215	5,658
United Kingdom.....dut. lbs..	14,998	902	32,884	2,355	15,993	1,214	106	10
Germany.....dut. lbs..	28,178	2,093	49,955	3,151	19,186	1,306	16,429	1,204
France.....dut. lbs..	7,990	498	19,935	1,301	12,628	897	14,500	1,003
Denmark.....dut. lbs..	11,000	938			10,604	852		
Sweden and Norway.....dut. lbs..	42,315	3,178	17,699	1,235	5,038	365		
Salmon, canned.....dut. lbs..	1,093,984	71,971	696,695	30,019	825,656	41,603	1,346,160	67,441
Imported from—								
United States.....dut. lbs..	442,438	33,823	474,665	20,053	725,267	36,302	1,077,369	54,915
United Kingdom.....dut. lbs..	283,591	15,362	152,374	7,080	48,089	2,567	20,772	1,179
Japan.....dut. lbs..	1,458	76	1,501	72	44,836	2,328	238,190	10,769
Fruits, canned.....dut..		54,176		49,926		40,328		43,597
Imported from—								
United States.....dut..		17,003		23,399		21,184		22,759
United Kingdom.....dut..		2,986		3,803		2,306		3,275
Spain.....dut..		14,649		13,719		5,577		7,641
China.....dut..		12,714		5,443		5,270		3,703
Glass and glassware:								
Window glass.....dut..		14,964		11,382		10,244		20,435
Imported from—								
United States.....dut..		1,252		1,041		880		427
United Kingdom.....dut..		4,069		3,800		3,628		7,238
Germany.....dut..		247		343		608		1,711
France.....dut..		364		172		441		333
Austria-Hungary.....dut..						404		
Belgium.....dut..		2,332		1,429		376		3,395
China.....dut..		4,647		4,237		3,245		5,734
All other.....dut..		250,804		176,337		124,021		125,996
Imported from—								
United States.....dut..		17,675		18,030		12,408		11,806
United Kingdom.....dut..		36,962		35,378		15,175		13,240
Germany.....dut..		86,358		53,948		40,760		43,458
France.....dut..		19,314		15,230		12,676		13,704
Spain.....dut..		37,267		15,444		13,138		15,176
Italy.....dut..		39		607		2,565		1,439
Austria-Hungary.....dut..		1,591		2,706		2,303		2,265
Belgium.....dut..		10,837		7,739		5,549		3,399
China.....dut..		10,103		6,515		4,830		6,260
Hongkong.....dut..		5,323		1,096		980		2,150
Japan.....dut..		16,301		13,694		12,327		11,564
Gunpowder and explosives:								
Gunpowder.....dut. lbs..	866	206	11,509	1,806	53,807	4,267	823	423
Imported from—								
United States.....dut. lbs..	110	35			50,686	3,960	823	423
All other explosives.....dut. lbs..	72,387	11,610	435,473	43,138	744,010	70,188	256,294	35,383
Imported from—								
United States.....dut. lbs..	24,424	7,457	313,612	36,185	726,311	65,134	243,335	30,527
United Kingdom.....dut. lbs..	784	324	2,678	488	2,010	727	2,683	1,047
Germany.....dut. lbs..	1,160	239	4,372	1,240	8,219	3,541	5,857	2,382
Games and toys.....dut..		130,920		97,980		75,999		93,887
Imported from—								
United States.....dut..		14,352		11,556		7,889		7,825
Germany.....dut..		21,345		15,910		13,854		21,717
France.....dut..		6,670		4,350		2,438		4,821
Spain.....dut..		77,777		57,931		44,796		51,576
Austria-Hungary.....dut..		467		388		565		1,258
China.....dut..		3,138		4,151		4,645		1,937
Hay.....dut. tons..	1,559	36,782	3,192	76,243	4,339	80,676	2,070	37,633
Imported from—								
United States.....dut. tons..	553	12,475	1,329	39,392	2,677	52,053	1,735	32,699
British East Indies.....dut. tons..	184	4,508	135	3,483	281	6,839	24	662
Australasia.....dut. tons..	543	15,723	1,646	31,702	1,668	21,681	311	4,269

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Hides of cattle.....dut. lbs..	476,856	Dollars. 48,218	91,717	Dollars. 9,186	149,103	Dollars. 21,260	22,374	Dollars. 3,549
Imported from—								
United States.....dut. lbs..	1,457	1,373					1,307	420
China.....dut. lbs..	119,379	12,248	28,937	3,098	104,399	16,191		
British East Indies.....dut. lbs..	284,640	26,987	52,726	5,791	44,704	5,069	20,979	3,098
Hats and caps.....dut.		258,189		118,862		102,612		83,739
Imported from—								
United States.....dut.		10,951		7,832		10,386		10,053
United Kingdom.....dut.		21,100		6,737		9,639		5,700
Germany.....dut.		94,306		46,639		40,214		16,248
France.....dut.		19,112		15,196		12,035		5,438
Spain.....dut.		64,004		10,449		11,622		10,230
Italy.....dut.		26,610		16,378		12,186		27,038
Austria-Hungary.....dut.		3,125		1,763		600		622
Instruments and apparatus for scientific purposes, telegraph, telephone, and other electrical.....dut.		82,262		54,532		77,636		186,191
Imported from—								
United States.....dut.		62,699		36,274		57,127		151,077
United Kingdom.....dut.		6,258		2,416		3,016		18,557
Germany.....dut.		4,461		4,841		6,681		7,699
France.....dut.		3,791		8,061		3,010		4,670
Spain.....dut.		1,269		37		1,335		212
Incandescent electric lamps.....dut.		12,381		6,078		7,394		13,440
Imported from—								
United States.....dut.		9,750		3,189		4,140		11,795
United Kingdom.....dut.		74		9		274		65
Germany.....dut.		1,384		1,949		1,210		977
France.....dut.		500		688		887		261
Spain.....dut.		236		19		363		
Iron and steel, and manufactures of:								
Bar iron.....dut. lbs..	3,168,961	54,052	3,610,819	61,074	5,101,918	81,903	3,079,938	49,515
Imported from—								
United States.....dut. lbs..	14,698	710	222,242	4,616	281,522	4,823	69,286	1,478
United Kingdom.....dut. lbs..	1,798,946	31,417	2,564,451	42,333	2,805,139	41,659	2,120,156	32,963
Germany.....dut. lbs..	86,222	1,029		54,453		2,283	1,197	44
Belgium.....dut. lbs..	1,152,673	18,062	676,140	10,308	1,585,490	23,627	797,261	12,525
Sweden and Norway.....dut. lbs..	53	1		206,313		4,380		
China.....dut. lbs..	7,037	154	16,935	436	51,752	1,261	45,581	1,076
Hongkong.....dut. lbs..	39,285	649	98,697	2,315	92,052	3,355	37,928	899
Bars and rods of steel.....dut. lbs..	1,940,458	43,164	1,872,124	58,852	1,203,235	28,180	1,308,621	31,591
Imported from—								
United States.....dut. lbs..	53,623	1,410	345,860	8,120	152,765	3,703	68,252	2,108
United Kingdom.....dut. lbs..	1,733,614	33,207	896,611	20,628	842,564	12,870	847,943	14,313
Germany.....dut. lbs..	39,833	703	375,182	6,531	69,082	1,438	75,842	1,664
France.....dut. lbs..	19,902	4,754	84,705	18,489	24,651	7,940	32,758	8,164
Castings, not elsewhere specified.....dut.		26,755		24,040		66,569		66,263
Imported from—								
United States.....dut.		2,105		7,680		17,439		22,393
United Kingdom.....dut.		13,775		8,688		36,162		25,588
Germany.....dut.		7,092		4,564		6,578		9,328
Cutlery:								
Table.....dut.		5,721		4,106		4,503		4,411
Imported from—								
United States.....dut.		288		317		114		191
United Kingdom.....dut.		1,237		207		394		632
Germany.....dut.		3,179		2,614		2,935		2,568
France.....dut.		502		820		894		556
All other.....dut.		60,393		67,794		46,914		56,313
Imported from—								
United States.....dut.		7,254		10,936		6,207		8,747
United Kingdom.....dut.		3,410		2,565		2,521		3,922
Germany.....dut.		41,707		46,946		34,548		33,024
France.....dut.		4,375		5,132		2,261		4,102
Electrical machinery.....dut.		7,378		19,532		184,334		86,105
Imported from—								
United States.....dut.		4,550		16,269		177,314		77,309
United Kingdom.....dut.		1,145		1,480		2,829		2,993
Germany.....dut.		1,306		105		2,523		5,429
France.....dut.		239		984		1,655		139
Locks, hinges, and other builders' hardware.....dut.		24,213		14,989		25,030		14,064
Imported from—								
United States.....dut.		5,546		7,048		6,583		6,446
United Kingdom.....dut.		5,480		1,655		9,942		3,639
Germany.....dut.		10,690		5,447		7,604		3,270

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Continued.								
Needles, pins, pens, hooks, hairpins, and surgical instruments.....dut.		Dollars. 27,519		Dollars. 25,396		Dollars. 20,282		Dollars. 22,547
Imported from—								
United States.....dut.		4,219		5,519		4,611		5,216
United Kingdom.....dut.		3,915		3,819		2,269		2,831
Germany.....dut.		10,263		11,924		7,935		9,169
France.....dut.		3,602		1,672		3,012		1,592
Pipes and fittings.....dut. lbs.	937,860	39,534	2,773,181	94,556	4,611,979	106,656	1,575,577	50,603
Imported from—								
United States.....dut. lbs.	536,669	26,320	2,468,724	83,608	4,153,270	91,707	1,164,547	40,391
United Kingdom.....dut. lbs.	298,137	10,049	244,436	7,785	415,274	13,134	380,747	8,868
Pig iron.....dut. tons.	983	5,813	379	6,450	1,041	16,676	498	8,284
Imported from—								
United Kingdom.....dut. tons.	877	5,657	303	4,808	1,030	16,458	428	6,998
China.....dut. tons.	106	156			11	218	60	1,103
Printing presses, and parts of.....dut.		28,399		8,791		11,757		3,238
Imported from—								
United States.....dut.		26,904		1,975		10,103		899
Germany.....dut.		985		3,082		1,332		2,135
Pumps, and pump machinery.....dut.		19,626		21,372		39,258		12,829
Imported from—								
United States.....dut.		14,327		11,201		34,068		9,032
United Kingdom.....dut.		2,819		6,253		2,406		2,382
Rails for railways, steel.....dut. tons.	15	646	7,082	249,089	8,618	227,115	341	11,250
Imported from—								
United States.....dut. tons.			74	4,414	927	22,407	273	8,428
United Kingdom.....dut. tons.	10	434	3,661	98,172	7,691	204,708	27	1,136
Sheets and plates—								
Iron.....dut. lbs.	8,003,560	224,597	9,154,875	237,126	10,248,550	246,744	10,443,522	281,921
Imported from—								
United States.....dut. lbs.	59,945	1,967	139,334	4,991	43,786	1,967	317,543	9,108
United Kingdom.....dut. lbs.	7,823,991	217,631	8,931,868	229,373	9,930,953	238,587	9,898,956	265,396
Spain.....dut. lbs.	363	25	2,152	288	65,090	2,215	15,367	312
Belgium.....dut. lbs.	27,639	415	7,117	109	156,266	2,433	119,731	2,148
Steel.....dut. lbs.	948,087	27,334	980,150	19,681	678,297	14,372	804,929	15,194
Imported from—								
United States.....dut. lbs.	220,506	4,368	320,768	6,208	126,487	3,095	120,025	2,009
United Kingdom.....dut. lbs.	562,894	19,203	526,954	9,839	429,163	8,511	482,606	8,036
Germany.....dut. lbs.	8,309	412			9,959	260	25,609	604
Steam engines, and parts of—								
Locomotives.....dut. no.	3	3,845	7	20,143	6	22,143	8	16,371
Imported from—								
United States.....dut. no.	3	3,845	6	13,683	6	22,143	2	1,196
United Kingdom.....dut. no.							6	15,175
France.....dut. no.			1	6,460				
Stationary engines.....dut. no.	39	36,113	59	43,148	27	43,290	79	79,582
Imported from—								
United States.....dut. no.	23	21,368	42	22,944	16	36,766	49	62,428
United Kingdom.....dut. no.	12	9,921	8	12,948	5	3,626	20	13,755
Germany.....dut. no.					3	2,396	6	1,716
Boilers, and parts of engines.....dut.		45,183		47,644		107,686		44,181
Imported from—								
United States.....dut.		11,252		13,871		42,151		9,589
United Kingdom.....dut.		22,758		14,915		48,306		21,744
Germany.....dut.		2,812				605		2,014
China.....dut.		1,272		4,928		3,273		4,991
Hongkong.....dut.		3,018		13,797		6,119		5,028
Japan.....dut.		400				5,000		
British East Indies.....dut.		2,366				2,232		
Sewing machines, and parts of.....dut.		119,348		122,109		50,553		46,431
Imported from—								
United States.....dut.		30,199		24,105		22,870		20,619
United Kingdom.....dut.		239		288		473		527
Germany.....dut.		84,341		95,626		24,357		25,090
Austria-Hungary.....dut.		210				2,375		
Structural iron and steel.....dut. tons.	844	69,397	806	49,580	2,873	163,527	1,326	86,989
Imported from—								
United States.....dut. tons.	6	298	172	9,786	1,332	82,871	723	42,341
United Kingdom.....dut. tons.	767	64,906	96	5,549	1,408	67,942	339	27,416
Germany.....dut. tons.	2	242			16	3,529	141	8,592

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IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Iron and steel, and manufactures of—Continued.		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
Sugar and brandy machinery.....dut.		3,693		17,646		10,455		12,071
Imported from—								
United States.....dut.		450				50		1,203
United Kingdom.....dut.		3,243		17,646		10,304		10,009
Germany.....dut.						101		
Tools, n. e. s.....dut.		76,033		125,488		105,717		89,331
Imported from—								
United States.....dut.		27,218		55,678		57,367		42,066
United Kingdom.....dut.		18,763		30,641		23,969		21,101
Germany.....dut.		21,821		29,014		19,173		13,979
France.....dut.		3,525		6,116		3,071		6,673
Typewriter machines.....dut. no.	603	20,714	1,037	48,631	569	34,696	555	29,933
Imported from—								
United States.....dut. no.	593	20,084	1,024	47,750	541	33,087	526	28,161
United Kingdom.....dut. no.	1	65	8	658	25	1,519	23	1,400
Wire.....dut. lbs.	1,867,316	43,000	1,930,074	44,762	1,541,723	33,739	1,087,599	24,191
Imported from—								
United States.....dut. lbs.	827,972	17,442	886,188	18,834	1,005,455	20,642	499,905	10,762
United Kingdom.....dut. lbs.	384,065	8,773	533,432	14,164	137,945	3,667	383,215	8,840
Germany.....dut. lbs.	493,893	12,067	319,297	7,465	326,857	7,875	118,525	2,843
France.....dut. lbs.	1,339	107	9,565	543	27,920	597	42,482	656
Wire and wire cables.....dut. tons.		19,643	302	34,403	443	40,893	307	31,375
Imported from—								
United States.....dut. tons.		6,513	96	14,545	253	25,877	109	10,504
United Kingdom.....dut. tons.		6,513	118	10,389	74	5,814	89	12,475
Germany.....dut. tons.		3,390	59	4,321	53	3,162	56	4,330
Spain.....dut. tons.	6	638	15	2,527	23	2,406		4
Detached parts of other machinery and machines.....dut.		79,698		136,993		119,469		68,418
Imported from—								
United States.....dut.		22,696		58,604		74,550		38,358
United Kingdom.....dut.		36,305		26,548		22,082		10,957
Germany.....dut.		2,343		21,417		5,374		4,913
France.....dut.		7,332		24,049		7,550		8,844
Other machines and apparatus.....dut.		219,952		285,677		267,044		209,802
Imported from—								
United States.....dut.		80,953		113,634		181,736		124,979
United Kingdom.....dut.		68,921		67,316		24,781		25,032
Germany.....dut.		12,679		30,881		27,986		14,717
France.....dut.		41,839		47,877		17,793		40,815
Spain.....dut.		4,390		11,219		2,119		262
Jewelry, and other manufactures of gold and silver:								
Jewelry.....dut.		217,307		258,928		160,165		150,939
Imported from—								
United States.....dut.		8,842		5,076		14,461		20,292
Germany.....dut.		16,338		12,861		22,926		39,933
France.....dut.		182,599		231,658		118,104		80,281
Lamps, chandeliers, and other devices for illuminating purposes.....dut.		28,973		14,839		23,582		28,979
Imported from—								
United States.....dut.		3,806		962		3,711		4,667
United Kingdom.....dut.		3,514		2,291		3,502		1,909
Germany.....dut.		15,386		9,842		15,247		20,271
Leather, manufactures of:								
Boots and shoes.....dut. prs.	789,066	541,370	463,785	344,382	438,511	356,605	392,410	336,553
Imported from—								
United States.....dut. prs.	40,670	73,604	46,867	85,486	101,409	161,018	103,879	176,332
United Kingdom.....dut. prs.	5,998	10,942	1,903	933	939	669	2,626	3,185
Germany.....dut. prs.	31,808	19,950	28,979	15,767	10,711	7,645	7,803	3,570
France.....dut. prs.	6,317	6,779	2,807	3,547	960	899	1,316	1,669
Spain.....dut. prs.	583,352	382,277	306,091	210,431	277,705	173,613	248,760	140,146
Austria-Hungary.....dut. prs.	54,551	30,313	27,702	14,559	4,453	2,093	5,170	2,953
Switzerland.....dut. prs.	1,059	549	4	10	8,704	2,160	560	217
China.....dut. prs.	49,576	12,632	32,663	8,931	19,652	5,232	13,097	5,018
Japan.....dut. prs.	8,486	1,078	11,369	1,494	10,566	1,456	5,804	1,183
British East Indies.....dut. prs.	3,742	1,444	2,945	1,469	2,716	975	1,727	798
Malt liquors:								
Beer, in bottles.....dut. doz.	241,766	452,292	181,298	269,697	166,346	251,236		193,926
Imported from—								
United States.....dut. doz.	206,782	395,891	150,192	214,153	141,461	206,519		130,155
United Kingdom.....dut. doz.	3,574	6,009	2,121	4,281	4,282	8,148		12,435
Germany.....dut. doz.	20,953	24,594	24,793	43,418	17,592	31,832		50,041

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IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Metal, and metal compositions:		Dollars.		Dollars.		Dollars.		Dollars.
Tin, in sheets.....dut. lbs..	133,609	8,701	229,089	13,849	223,001	13,406	289,449	18,265
Imported from—								
United States.....dut. lbs..	1,649	208	5,610	1,152	7,270	1,357	29,572	5,535
United Kingdom.....dut. lbs..	79,523	4,464	131,895	8,870	131,037	6,890	87,455	4,602
China.....dut. lbs..	35,210	2,209	76,384	2,660	75,652	3,806	128,723	4,271
Manufactured articles.....dut. lbs..		44,687		35,520		37,886		27,869
Imported from—								
United States.....dut. lbs..		6,658		4,310		6,320		4,749
United Kingdom.....dut. lbs..		7,520		8,419		4,764		3,959
Germany.....dut. lbs..		16,976		17,139		16,784		14,974
France.....dut. lbs..		2,149		2,453		2,642		1,360
Oils:								
Mineral oils, refined or manufactured—								
Naphtha, including the lighter products of distillation.....dut. galls..	22,908	5,357	46,890	14,126	64,742	13,447	68,604	9,105
Imported from—								
United States.....dut. galls..	22,493	5,120	45,005	13,446	61,695	12,936	67,865	8,899
Illuminating oils.....dut. galls..	6,295,533	652,362	4,684,264	485,365	9,290,605	792,897	4,579,918	358,317
Imported from—								
United States.....dut. galls..	2,928,284	325,576	2,379,440	246,519	5,755,939	443,512	3,779,454	272,231
Russia.....dut. galls..	2,966,926	283,851	2,304,219	238,762	3,131,864	302,620	399,514	39,267
Dutch East Indies.....dut. galls..	390,394	41,155			402,140	46,656	397,730	46,365
Lubricating and heavy paraffin oils.....dut. galls..	68,397	24,504	123,664	48,134	116,845	37,190	295,885	67,914
Imported from—								
United States.....dut. galls..	61,968	21,159	111,435	43,159	104,482	32,274	270,344	60,911
United Kingdom.....dut. galls..	3,401	2,047	7,199	2,926	4,948	1,717	13,292	3,759
Germany.....dut. galls..	65	71	711	535	913	548	1,646	789
Vegetable oils—								
Linseed oil.....dut. galls..	72,026	40,989	71,475	32,688	117,932	37,142	115,860	35,924
Imported from—								
United States.....dut. galls..	1,011	592	4,824	2,115	17,949	5,715	7,496	2,567
United Kingdom.....dut. galls..	66,528	37,844	65,747	30,156	92,036	28,418	91,545	29,164
Paper, and manufactures of:								
Paper pulp.....dut. lbs..		247,241		251,243		250,120		203,695
Imported from—								
United States.....dut. lbs..		35,245		38,399		48,647		36,769
United Kingdom.....dut. lbs..		7,645		8,378		6,833		6,972
Germany.....dut. lbs..		19,675		13,811		6,857		8,737
France.....dut. lbs..		95,752		94,710		71,324		68,780
Spain.....dut. lbs..		43,314		33,885		50,253		31,148
Austria-Hungary.....dut. lbs..		24,356		40,073		44,210		32,520
China.....dut. lbs..		9,858		12,191		11,074		8,545
Hongkong.....dut. lbs..		720		957		571		3,350
Japan.....dut. lbs..		5,557		6,734		9,106		5,336
Paper for printing purposes.....dut. lbs..	2,634,631	92,269	1,783,007	73,820	2,421,532	89,571	1,772,408	63,041
Imported from—								
United States.....dut. lbs..	1,787,831	55,853	478,265	20,619	1,108,526	36,399	1,026,896	31,887
United Kingdom.....dut. lbs..	45,161	1,952	84,484	3,759	104,763	4,274	80,328	3,105
Germany.....dut. lbs..	415,540	15,601	621,738	21,504	650,716	20,004	309,378	13,136
France.....dut. lbs..	100,275	3,453	218,259	5,880	29,445	1,033	4,904	363
Spain.....dut. lbs..	189,798	11,957	321,109	19,811	269,905	18,984	129,622	6,276
Austria-Hungary.....dut. lbs..	40,743	1,296	39,045	1,498	176,394	6,245	127,129	4,809
Wrapping paper, paper bags and boxes.....dut. lbs..	139,204	6,136	495,969	26,305	1,312,740	55,906	900,672	39,747
Imported from—								
United States.....dut. lbs..	21,927	519	66,036	4,443	551,068	20,846	198,040	9,745
United Kingdom.....dut. lbs..	7,702	251	43,296	4,493	32,851	4,189	80,021	4,006
Germany.....dut. lbs..	20,262	444	127,036	6,257	134,984	8,849	122,145	9,046
France.....dut. lbs..	21,945	840	74,869	3,187	46,622	4,845	19,595	1,851
Spain.....dut. lbs..	15,048	324	136,066	5,340	103,143	6,517	51,564	5,323
Writing paper and envelopes.....dut. lbs..		76,607		74,723		71,770		58,111
Imported from—								
United States.....dut. lbs..		25,360		27,162		27,663		26,084
United Kingdom.....dut. lbs..		5,780		7,253		5,339		3,034
Germany.....dut. lbs..		9,386		7,867		4,518		5,249
France.....dut. lbs..		1,878		1,880		1,580		1,415
Spain.....dut. lbs..		21,228		23,605		23,219		12,888
Italy.....dut. lbs..		663		6		1,778		3,697
Austria-Hungary.....dut. lbs..		26		1,658		1,610		878
Belgium.....dut. lbs..		1,744		1,355		1,564		2,022
Blank books and headed papers.....dut. lbs..		29,015		26,584		30,546		34,615
Imported from—								
United States.....dut. lbs..		6,644		5,349		6,481		9,841
United Kingdom.....dut. lbs..		7,895		6,449		4,945		7,088
Germany.....dut. lbs..		1,733		514		230		552
France.....dut. lbs..		1,785		541		887		1,025
Spain.....dut. lbs..		6,277		8,411		10,523		8,370

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IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Paraffin and wax.....dut. lbs.	1,838,720	Dollars. 137,430	1,873,034	Dollars. 100,637	1,071,671	Dollars. 59,341	1,037,415	Dollars. 65,487
Imported from—								
United States.....dut. lbs.	349,464	15,537	405,409	27,493	519,306	19,783	582,941	25,844
United Kingdom.....dut. lbs.	101,636	4,656	15,350	1,093	37,130	1,548	5,322	425
China.....dut. lbs.	232,984	20,513	48,898	4,542	228,243	12,199	210,736	17,589
Japan.....dut. lbs.	1,056,296	82,618	1,392,060	66,325	269,227	24,717	173,808	16,012
Perfumery and cosmetics.....dut.		83,308		75,474		67,677		69,209
Imported from—								
United States.....dut.		8,455		9,331		10,167		9,513
United Kingdom.....dut.		4,653		4,993		1,923		2,910
Germany.....dut.		5,709		7,213		3,571		4,267
France.....dut.		57,555		51,142		49,200		47,345
Spain.....dut.		3,977		1,226		986		708
Pianofortes.....dut.	106	17,119	145	20,091	134	19,690	133	20,208
Imported from—								
United States.....dut. no.	4	670	4	706	4	441	7	988
Germany.....dut. no.	19	2,893	27	4,548	51	7,216	63	8,508
France.....dut. no.	41	6,690	18	2,548	22	3,254	17	3,912
Spain.....dut. no.	38	6,201	96	12,289	54	8,381	41	5,706
Plated ware.....dut.		67,582		77,519		36,382		21,408
Imported from—								
United States.....dut.		24,395		35,858		15,963		10,209
United Kingdom.....dut.		880		2,351		340		986
Germany.....dut.		13,204		11,742		5,581		2,184
France.....dut.		16,679		23,451		13,361		4,637
Provisions.....free. lbs.	998,166	82,155	2,735,284	204,262	10,379,978	491,289	7,914,518	411,240
Beef, fresh—								
Imported from—								
Hongkong.....free. lbs.			31	9	88	10		
Australasia.....free. lbs.	998,166	82,155	2,735,253	204,253	10,379,890	491,279	7,914,518	411,240
Beef, canned.....dut. lbs.	175,095	20,686	239,579	23,433	116,121	11,505	227,736	21,190
Imported from—								
United States.....dut. lbs.	109,399	11,522	236,697	22,959	115,206	11,354	220,708	20,506
Bacon.....dut. lbs.	65,146	7,768	82,311	11,135	163,304	20,649	69,471	10,933
Imported from—								
United States.....dut. lbs.	46,284	4,625	50,340	6,261	134,646	16,264	45,238	6,414
Spain.....dut. lbs.	9,640	1,704	16,278	2,830	9,633	1,740	10,952	1,985
China.....dut. lbs.	2,728	267	7,570	890	4,781	831	4,082	761
Hams and shoulders.....dut. lbs.	1,545,493	155,130	1,477,063	167,181	1,439,535	148,914	1,203,605	144,689
Imported from—								
United States.....dut. lbs.	108,448	13,504	171,043	18,594	231,721	24,904	154,687	23,577
United Kingdom.....dut. lbs.	251,865	30,013	325,917	41,655	212,428	22,762	101,583	16,110
France.....dut. lbs.	21,393	2,628	33,798	3,619	17,420	1,922	16,481	2,631
Spain.....dut. lbs.	16,311	3,912	25,834	6,747	20,075	4,767	7,465	2,113
China.....dut. lbs.	1,079,529	98,908	848,125	88,108	853,522	83,140	806,766	81,026
Pork, fresh.....free. lbs.	38,026	5,728	59,418	7,642	409,628	24,928	379,276	20,286
Imported from—								
United States.....free. lbs.	16,045	2,171	40,241	5,141				
Australasia.....free. lbs.	21,981	3,557	19,177	2,501	409,628	24,928	379,276	20,286
Lard.....dut. lbs.	2,792,463	185,894	3,722,227	262,140	2,983,064	197,988	2,871,099	164,357
Imported from—								
United States.....dut. lbs.	165,266	15,432	208,389	15,581	243,914	16,886	211,493	14,011
United Kingdom.....dut. lbs.	26,410	1,653	60,549	4,582	33,783	2,384	35,181	1,721
Spain.....dut. lbs.	24,596	1,831	14,277	1,819	19,621	2,827	1,584	149
China.....dut. lbs.	2,419,854	157,617	3,392,838	237,011	2,615,725	171,880	2,558,214	144,879
All other meat products.....dut. lbs.		157,443		140,453		140,012		133,589
Imported from—								
United States.....dut. lbs.		34,890		41,313		42,823		38,097
United Kingdom.....dut. lbs.		11,113		9,807		7,418		5,938
Spain.....dut. lbs.		60,591		40,575		32,281		33,169
Switzerland.....dut. lbs.		868		242		485		
China.....dut. lbs.		114,865		57,979		66,792		
Butter.....dut. lbs.	189,332	48,401	251,846	56,583	392,221	81,736	310,244	70,630
Imported from—								
United States.....dut. lbs.	3,313	741	2,035	467	937	183	468	79
United Kingdom.....dut. lbs.	7,452	1,685	9,192	2,229	19,648	5,417	3,918	1,154
Germany.....dut. lbs.	11,435	4,083	2,729	726	14,939	4,365	11,941	4,037
France.....dut. lbs.	11,310	3,479	17,038	4,992	12,800	3,684	10,789	3,088
Italy.....dut. lbs.		686		9,344		57,167		
Australasia.....dut. lbs.	102,022	25,047	147,214	32,330	274,958	52,586	253,874	53,984

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IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Provisions—Continued.								
Imitation butter.....dut. lbs..	324,635	Dollars. 55,220	189,429	Dollars. 31,895	146,045	Dollars. 23,714	203,701	Dollars. 33,624
Imported from—								
United States.....dut. lbs..	7,330	1,172	3,377	651	3,465	467	7,950	1,339
United Kingdom.....dut. lbs..	152,366	25,728	104,492	18,204	39,327	6,267	21,160	3,467
China.....dut. lbs..	127,011	21,153	74,858	11,978	94,547	15,604	154,017	25,597
Cheese.....dut. lbs..	347,643	43,959	329,945	38,518	380,027	46,668	376,105	42,384
Imported from—								
United States.....dut. lbs..	10,749	1,374	6,373	656	5,944	700	10,279	900
United Kingdom.....dut. lbs..	113,978	13,700	96,177	11,270	141,497	16,796	122,213	14,230
Germany.....dut. lbs..	13,866	1,890	40,366	5,244	12,854	1,823	8,719	1,543
France.....dut. lbs..	92,893	13,370	75,275	9,615	49,467	6,388	51,852	6,269
Spain.....dut. lbs..	1,659	283	3,971	836	8,428	1,149	664	100
Belgium.....dut. lbs..	1,168	90	1,346	136	7,949	749	1,474	256
Milk, condensed.....dut. lbs..	3,070,038	247,366	3,233,052	251,261	3,018,676	233,667	3,776,761	284,495
Imported from—								
United States.....dut. lbs..	569,073	49,757	1,079,701	90,551	1,076,545	88,298	1,479,961	106,947
United Kingdom.....dut. lbs..	1,358,908	105,670	1,353,198	103,992	1,260,631	97,192	1,634,449	128,052
France.....dut. lbs..	42,838	2,645	298,655	18,338	69,931	4,374	17,252	876
Italy.....dut. lbs..					49,766	3,402	2,889	161
Switzerland.....dut. lbs..	99,820	8,386	126,978	9,500	248,147	16,149	357,205	24,580
China.....dut. lbs..	680,467	54,060	335,517	25,614	267,145	20,569	254,891	21,079
Rice.....dut. lbs..	677,238,885	10,061,323	727,139,614	11,548,814	563,282,346	7,456,738	304,351,232	4,375,500
Imported from—								
United States.....dut. lbs..	14,665	281						
Spain.....dut. lbs..	92,489	2,673	67,010	3,214	42,639	2,046	56,722	2,572
China.....dut. lbs..	159,421,408	2,527,736	288	3				
Hongkong.....dut. lbs..	2,713,093	41,809						
Japan.....dut. lbs..	18,168	512	2,588,910	33,324	16,032	392	21,643	478
British East Indies.....dut. lbs..	60,911,597	923,129	84,576,569	1,322,509	40,551,991	583,901	18,507,488	263,931
Dutch East Indies.....dut. lbs..		65,004		1,126	436,779	5,389	3,029	43
French East Indies.....dut. lbs..	416,312,108	5,946,483	581,497,876	9,194,135	459,299,772	5,962,993	264,686,524	3,798,853
Siam.....dut. lbs..	36,258,577	595,803	50,453,538	853,015	62,934,913	902,013		
Other Asia.....dut. lbs..	1,496,780	22,897	7,890,419	141,488			21,074,594	309,591
Rubber, manufactures of:								
Belting, hose, and bagging.....dut. lbs..	35,025	11,682	83,494	31,252	74,811	31,837	62,725	26,135
Imported from—								
United States.....dut. lbs..	28,084	9,092	56,937	24,334	61,278	26,395	50,958	19,876
United Kingdom.....dut. lbs..	2,365	1,083	14,255	4,344	9,136	3,347	8,614	4,271
Boots and shoes.....dut. prs..		14,971		7,150	8,875	8,827	7,468	9,136
Imported from—								
United States.....dut. prs..		1,598	3,634	3,253	3,295	4,774	4,630	5,845
United Kingdom.....dut. prs..		607	1,195	683	434	327	81	80
Germany.....dut. prs..		4,339		349	1,635	814	175	211
France.....dut. prs..		1,665	85	102	999	578	636	603
Silk, manufactures of:								
Yarn and thread.....dut. lbs..	42,983	111,673	84,900	238,228	59,216	161,341	63,276	124,001
Imported from—								
United States.....dut. lbs..	4	27	326	384	932	1,715	262	557
United Kingdom.....dut. lbs..	787	1,665	1,371	3,846	3,643	9,859	341	877
China.....dut. lbs..	40,840	106,483	80,958	227,639	53,278	147,389	60,346	117,557
Hongkong.....dut. lbs..	911	2,499	8	30	429	1,132	1,210	2,604
Velvet and plushes.....dut.		40,958		25,510		59,670		15,846
Imported from—								
United States.....dut.		16		4		87		54
United Kingdom.....dut.		18,328		2,317		13,627		4,267
Germany.....dut.		14,630		18,157		41,310		8,570
France.....dut.		1,071		3,080		823		509
Belgium.....dut.				1,897		3,796		1,049
Tulles and laces.....dut.		76,838		29,309		23,373		21,971
Imported from—								
United States.....dut.		353		32		387		27
United Kingdom.....dut.		3,470		3,419		1,123		1,489
Germany.....dut.		13,637		2,986		3,312		3,272
France.....dut.		43,206		16,356		15,396		9,414
Spain.....dut.		6,734		1,735		1,052		1,248
Belgium.....dut.		695		272		1,033		1,635
Soap:								
Common soap.....dut. lbs..	278,160	8,499	285,819	10,837	311,794	14,716	488,760	21,163
Imported from—								
United States.....dut. lbs..	59,498	2,489	96,226	5,227	172,281	9,709	178,710	8,432
United Kingdom.....dut. lbs..	39,482	1,080	35,171	1,369	43,599	1,602	205,863	8,178
China.....dut. lbs..	98,710	2,544	107,012	2,918	89,572	3,094	71,908	2,167

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Soap—Continued.		Dollars.		Dollars.		Dollars.		Dollars.
All other.....dut. lbs..	112,475	29,472	89,959	23,947	137,778	29,677	163,765	26,483
Imported from—								
United States.....dut. lbs..	35,456	11,025	28,717	5,838	35,921	7,633	56,598	6,727
United Kingdom.....dut. lbs..	33,812	6,990	28,255	9,037	33,211	10,870	53,609	11,576
Germany.....dut. lbs..	26,257	3,646	16,126	2,450	31,583	3,832	16,565	2,097
France.....dut. lbs..	10,112	5,523	11,372	5,165	10,419	4,808	7,809	2,698
Spain.....dut. lbs..	957	272	499	138	3,101	694	9,591	1,420
Spirits, distilled:								
Brandy.....dut. pf. galls..	13,748	33,285	7,652	22,396	9,183	26,468	4,820	17,042
Imported from—								
United States.....dut. pf. galls..	1,923	1,811	915	1,406	114	264	820	1,217
United Kingdom.....dut. pf. galls..	927	3,375	271	1,306	273	1,194	498	2,215
Germany.....dut. pf. galls..	140	380	544	1,553	704	2,522	51	244
France.....dut. pf. galls..	7,540	19,492	3,035	9,068	6,358	16,629	1,626	6,807
Spain.....dut. pf. galls..	2,585	6,328	2,373	7,512	1,684	5,777	1,447	5,379
Whisky.....dut. pf. galls..	59,712	143,542	38,539	98,714	36,945	83,640	16,618	37,300
Imported from—								
United States.....dut. pf. galls..	35,120	85,851	26,880	74,474	34,128	77,572	6,638	16,407
United Kingdom.....dut. pf. galls..	13,256	29,011	9,824	20,347	2,715	5,832	7,600	16,044
All other.....dut. pf. galls..	123,287	130,854	101,799	106,468	117,413	159,617	106,518	145,183
Imported from—								
United States.....dut. pf. galls..	16,625	32,994	6,586	9,097	9,425	24,663	18,704	38,309
United Kingdom.....dut. pf. galls..	14,236	16,642	21,090	34,613	30,379	52,859	24,245	51,289
Germany.....dut. pf. galls..	2,857	5,169	1,292	3,078	1,827	4,200	2,766	5,453
France.....dut. pf. galls..	7,138	15,268	3,165	7,795	9,012	10,407	2,787	5,329
Spain.....dut. pf. galls..	3,095	9,534	1,446	4,243	6,755	9,723	1,583	4,772
Netherlands.....dut. pf. galls..	34,052	21,481	37,572	21,424	34,750	20,717	22,759	14,708
China.....dut. pf. galls..	8,789	6,382	2,322	2,809	4,832	5,297	1,424	1,531
Hongkong.....dut. pf. galls..	10,664	5,227	934	1,232	752	1,769	720	1,589
British East Indies.....dut. pf. galls..	20,383	13,972	24,632	14,521	14,462	7,871	29,197	16,241
Canada.....dut. pf. galls..	602	1,361	2,593	7,319	8,656	21,441	2,253	5,793
Sugar, candy and confectionery:								
Sugar, refined.....dut. lbs..	5,401,853	143,117	6,638,521	194,661	4,693,398	159,741	2,613,131	93,649
Imported from—								
United States.....dut. lbs..	79,433	2,555	132,650	4,210	40,588	1,360	30,685	1,478
United Kingdom.....dut. lbs..	219,516	6,498	181,750	4,893	87,941	3,043	16,003	769
Germany.....dut. lbs..	35,228	828	64,703	1,694	125,043	3,935	23,571	741
China.....dut. lbs..	3,319,914	85,658	4,098,460	116,835	3,104,872	105,706	629,075	24,085
Hongkong.....dut. lbs..	1,570,221	42,937	1,944,272	61,594	1,207,073	41,503	1,792,494	63,139
Candy and confectionery.....dut. lbs..	252,322	42,473	179,057	27,400	137,403	21,951	205,192	30,456
Imported from—								
United States.....dut. lbs..	23,150	4,522	59,319	10,351	38,747	6,120	79,491	11,701
United Kingdom.....dut. lbs..	30,361	3,417	23,139	2,706	21,866	3,163	32,599	4,928
France.....dut. lbs..	16,835	3,277	9,477	1,875	6,131	1,356	18,802	3,016
Spain.....dut. lbs..	156,540	27,472	58,329	11,166	57,900	10,276	60,646	9,516
Tea.....dut. lbs..	455,118	46,777	337,962	36,601	295,222	37,957	307,708	38,232
Imported from—								
United States.....dut. lbs..	279	76	.....	.....	321	59	157	32
United Kingdom.....dut. lbs..	3,309	610	2,850	608	2,388	485	922	171
China.....dut. lbs..	422,707	42,435	300,352	30,067	253,769	27,762	263,142	29,806
Hongkong.....dut. lbs..	13,010	1,386	2,862	423	2,826	602	848	167
Japan.....dut. lbs..	6,959	606	11,514	1,746	20,551	6,007	21,684	4,438
British East Indies.....dut. lbs..	8,854	1,664	19,858	3,582	15,329	3,037	19,028	3,257
Varnish.....dut. galls..	12,593	11,715	18,068	17,802	27,586	13,313	21,749	20,553
Imported from—								
United States.....dut. galls..	8,926	7,701	15,124	13,887	23,260	9,304	17,044	15,347
United Kingdom.....dut. galls..	653	1,023	1,041	1,099	1,067	1,404	1,526	2,307
Germany.....dut. galls..	2,177	1,886	686	646	1,302	1,079	1,686	1,425
Vegetables:								
Beans and pease.....dut. bush..	104,770	85,616	54,308	70,909	47,282	67,130	41,242	67,949
Imported from—								
United States.....dut. bush..	4,290	2,395	5,039	8,054	3,312	5,081	3,356	6,511
Spain.....dut. bush..	12,225	29,937	7,695	35,750	5,366	27,379	6,564	31,130
China.....dut. bush..	87,062	52,168	40,803	26,270	36,678	32,532	30,580	29,471
Hongkong.....dut. bush..	861	748	9	9	911	1,083	24	29
Onions.....free. bush..	127,763	91,218	117,890	105,109	115,079	92,872	103,285	94,578
Imported from—								
United States.....free. bush..	26,539	21,918	4,750	4,332	.....	.....	4,700	3,229
United Kingdom.....free. bush..	220	159	2,456	3,062	2,340	2,999	965	638
Spain.....free. bush..	38	50	.....	.....	282	419	56	39
China.....free. bush..	3,521	4,475	4,634	5,316	6,331	6,342	26,348	28,114
Hongkong.....free. bush..	6,223	6,340	185	195	801	814	101	147
Japan.....free. bush..	60,683	25,217	70,093	54,817	68,379	45,869	40,739	27,985
British East Indies.....free. bush..	18,066	23,150	24,131	30,457	30,972	34,116	19,795	24,039

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IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Vegetables—Continued.								
Potatoes.....free..bush..	176,657	Dollars. 129,605	225,409	Dollars. 173,327	265,430	Dollars. 201,433	454,191	Dollars. 146,764
Imported from—								
United States.....free..bush..	38,119	28,621	51,784	45,145	31,626	26,912	53,178	26,674
United Kingdom.....free..bush..					483	873		
China.....free..bush..	3,263	2,708	1,477	966	28,647	9,928	38,080	24,481
Japan.....free..bush..	111,022	63,699	145,735	100,816	174,026	119,754	350,724	84,762
British East Indies.....free..bush..	4,850	5,473	1,397	1,264	666	1,245	876	923
Australasia.....free..bush..	16,102	19,609	20,786	20,764	29,528	42,360	6,038	7,869
Canned vegetables.....dut..lbs..	1,748,710	103,700	1,324,356	71,774	1,153,425	59,182	1,269,146	66,848
Imported from—								
United States.....dut..lbs..	561,958	27,291	673,210	31,193	678,525	30,296	670,235	31,092
United Kingdom.....dut..lbs..	61,272	4,132	30,358	1,943	24,271	1,754	13,414	1,464
Germany.....dut..lbs..	6,001	669	8,558	774	10,980	1,160	10,357	901
France.....dut..lbs..	45,868	4,689	19,303	2,529	12,528	1,492	16,944	2,107
Spain.....dut..lbs..	802,640	52,002	452,602	27,452	270,996	14,910	353,844	18,529
Switzerland.....dut..lbs..	5,269	562	264	21	4,500	432	6,169	574
China.....dut..lbs..	161,703	9,124	92,647	5,380	101,393	6,162	144,661	9,035
All other (including pickles and sauces).....dut..		99,530		73,264		98,960		81,976
Imported from—								
United States.....dut..		13,988		12,964		21,353		16,395
United Kingdom.....dut..		18,737		8,860		7,966		11,534
Germany.....dut..		1,996		1,056		1,345		623
Spain.....dut..		12,873		10,967		10,575		10,556
Japan.....dut..		6,069		10,477		13,292		5,914
China.....dut..		31,006		22,232		39,041		34,653
Vessels:								
Steam.....dut..gr. tons..	678	23,689		18,324	413	72,063	31	3,290
Imported from—								
United States.....dut..gr. tons..	6	1,372	13	1,033	1	450	12	1,320
United Kingdom.....dut..gr. tons..	103	10,598						
China.....dut..gr. tons..	508	1,456			80	21,320		
Hongkong.....dut..gr. tons..	59	10,143		17,291	11	1,398	19	1,970
Japan.....dut..gr. tons..	2	120			321	48,895		
Wines:								
In bottles.....dut..doz..	12,804	55,224	5,435	29,364	6,166	29,882	7,116	33,547
Imported from—								
United States.....dut..doz..	494	2,432	245	1,337	257	1,283	452	2,000
United Kingdom.....dut..doz..	242	1,354	131	1,085	91	886	52	466
Germany.....dut..doz..	184	1,302	140	880	127	603	213	1,129
France.....dut..doz..	852	3,386	411	1,970	462	1,907	489	2,087
Spain.....dut..doz..	9,786	42,388	3,451	20,475	4,466	22,950	5,013	24,759
Italy.....dut..doz..	222	666	293	1,011	289	786	398	1,295
In other coverings.....dut..galls..	457,192	154,419	490,167	202,458	350,054	126,493	323,059	101,039
Imported from—								
United States.....dut..galls..	8,640	3,658	4,029	1,957	2,310	801	5,056	2,487
United Kingdom.....dut..galls..	120	180	4	5	347	256	268	297
Germany.....dut..galls..	25	46	208	115	185	116	165	98
France.....dut..galls..	1,915	934	1,777	943	2,442	1,155	566	375
Spain.....dut..galls..	442,632	147,924	477,736	195,578	240,483	120,762	313,559	95,722
Italy.....dut..galls..	958	479	3,286	2,590	2,158	2,602	2,221	1,424
Sparkling liquors and cordials.....dut..		49,169		34,841		36,713		39,055
Imported from—								
United States.....dut..		4,684		1,091		253		
United Kingdom.....dut..		1,583		1,400		995		957
Germany.....dut..		1,990		1,519		1,750		895
France.....dut..		23,411		30,154		32,689		35,350
Wood, and manufactures of:								
Logs and other.....dut..		7,113		80,640		96,217		14,596
Imported from—								
United States.....dut..		6,040		12,819		25,524		11,215
Germany.....dut..						601		
China.....dut..				481		720		633
Hongkong.....dut..		326		331		945		290
British East Indies.....dut..		545		8,408		3,803		
Dutch East Indies.....dut..				62		2,733		1,175
Australasia.....dut..				58,365		61,930		1,264
Boards, deals, and planks.....dut..M ft..	9,167	172,645	13,974	250,803	23,082	334,832	18,774	344,623
Imported from—								
United States.....dut..M ft..	6,133	90,526	11,513	170,338	19,219	199,992	15,228	216,747
Germany.....dut..M ft..	416	19,646	6	361	126	14,735	74	9,915
Spain.....dut..M ft..	15	543	13	631	34	3,966	6	843
Belgium.....dut..M ft..	102	6,152			113	14,565	55	7,663
Netherlands.....dut..M ft..	19	1,414	19	854	11	1,407	12	890
China.....dut..M ft..	290	7,576	150	4,044	75	920	43	2,684
Hongkong.....dut..M ft..	116	1,840	4	405	24	732	12	252
British East Indies.....dut..M ft..	1,993	38,457	861	12,125	751	10,652	1,321	25,114
Australasia.....dut..M ft..	36	1,795	1,302	60,396	2,703	87,244	1,936	71,976

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

IMPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Wood, and manufactures of—Continued.		Dollars.		Dollars.		Dollars.		Dollars.
Furniture.....dut.		72,668		92,730		67,315		45,112
Imported from—								
United States.....dut.		17,027		30,952		36,129		18,303
United Kingdom.....dut.		333		559		2,757		1,535
Germany.....dut.		17,991		23,799		10,027		4,992
France.....dut.		2,501		5,841		3,113		4,602
Austria-Hungary.....dut.		5,040		10,355		3,997		8,034
China.....dut.		6,007		4,659		3,317		2,717
Hongkong.....dut.		7,026		5,114		3,905		1,946
Japan.....dut.		3,116		1,445		1,612		1,256
British East Indies.....dut.		1,361		1,368		1,217		723
All other manufactures of wood.....dut.		112,538		110,731		90,061		82,099
Imported from—								
United States.....dut.		24,834		39,577		39,232		34,920
United Kingdom.....dut.		6,486		6,197		4,034		4,420
Germany.....dut.		30,582		19,608		10,659		13,419
Wool, manufactures of:								
Flannels and blankets.....dut.		10,686		15,367		20,237		8,279
Imported from—								
United States.....dut.		1,646		3,011		3,702		307
United Kingdom.....dut.		2,616		1,395		11,656		1,466
Germany.....dut.		553		1,219		1,284		195
Hongkong.....dut.		162		4,308		1,972		50
Wearing apparel.....dut.		36,705		41,920		23,821		40,212
Imported from—								
United States.....dut.		3,893		2,211		3,790		2,993
United Kingdom.....dut.		3,289		2,054		4,651		2,499
Germany.....dut.		22,224		14,818		4,688		16,971
China.....dut.		122		4,424		2,669		12,836
Hongkong.....dut.		463		14,652		6,324		503
Cloths, spun or twilled.....dut.		116,057		123,105		50,961		50,787
Imported from—								
United States.....dut.		568		2,933		751		732
United Kingdom.....dut.		36,123		27,753		11,575		9,090
Germany.....dut.		33,123		24,317		10,030		11,104
France.....dut.		22,340		20,747		13,908		15,576
Spain.....dut.		4,547		6,322		1,662		1,429
Belgium.....dut.		8,707		26,503		8,948		8,978
Switzerland.....dut.		6,444		11,815		2,972		2,137
Zinc, and manufactures of.....dut.		20,466		22,450		21,222		19,319
Imported from—								
United States.....dut.		5,854		2,965		1,976		1,283
United Kingdom.....dut.		4,333		9,702		6,304		3,593
Germany.....dut.		4,410		4,756		7,454		9,929
France.....dut.		1,907		1,919		3,377		1,853

EXPORTS.

Bamboo manufactures:								
Hats.....free..no.					254,581	79,500	329,984	151,782
Exported to—								
United States.....free..no.					20,970	8,100	50,424	23,321
United Kingdom.....free..no.					127,382	28,000	57,371	20,771
Germany.....free..no.					2,972	2,250	28,773	11,387
France.....free..no.					95,407	36,335	150,330	80,678
Italy.....free..no.					3,325	1,665	5,792	3,565
Austria-Hungary.....free..no.					2,000	2,150	13,346	6,110
Copra.....dut..lbs.	215,193,333	4,473,029	119,341,505	2,527,019	82,797,227	2,095,355	145,851,913	4,043,115
Exported to—								
United States.....dut..lbs.	134,629	9,173	383,680	9,231	452,118	14,425		
United Kingdom.....dut..lbs.	17,242,212	444,439	7,054,960	146,845	614,108	17,446	3,346,398	89,952
Germany.....dut..lbs.	9,481,245	263,780	3,339,600	63,610	3,389,707	91,300	12,394,232	359,535
France.....dut..lbs.	168,418,421	3,259,659	88,336,350	1,903,297	49,703,949	1,288,861	89,322,718	2,455,189
Spain.....dut..lbs.	10,115,517	187,398	14,653,252	282,388	24,085,006	569,391	33,485,056	902,810
Italy.....dut..lbs.			667,920	12,522	1,335,840	28,800	890,560	22,680
Portugal.....dut..lbs.	706,059	11,520	1,113,200	24,720	66,792	1,440	242,640	5,200
Russia.....dut..lbs.	946,457	28,301			99,737	2,730		
Hongkong.....dut..lbs.		10			14,573	800		
Japan.....dut..lbs.	516,001	16,717	11,319	256	226,037	5,708	44,528	1,220
British East Indies.....dut..lbs.	4,927,601	197,529	2,546,674	58,563	2,809,360	74,454	4,652,144	114,727
Fibers, vegetable, textile grasses, and manufactures of:								
Hemp (manila).....dut..tons.	130,159	21,701,575	129,742	21,794,960	128,564	22,146,241	110,399	19,446,769
Exported to—								
United States.....dut..tons.	70,526	12,314,312	60,912	10,631,591	72,196	12,954,515	61,068	11,168,226
United Kingdom.....dut..tons.	50,968	7,877,618	59,939	9,679,005	48,856	7,936,650	42,723	7,131,470
Germany.....dut..tons.			67	10,678	42	6,000	256	47,385
France.....dut..tons.	686	249,269	269	36,377	140	21,530	144	22,270
Spain.....dut..tons.	94	14,868	90	13,469	63	9,422	167	28,770
Italy.....dut..tons.			29	4,567	73	13,080	47	14,655

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

EXPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Fibers, vegetable, textile grasses, and manufactures of—Continued.								
Hemp (manila)—Continued.								
Exported to—Continued.		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
Belgium.....dut. tons..	180	28,918	231	32,467	113	11,000	236	34,351
Netherlands.....dut. tons..			970	161,100	315	57,230	14	3,000
Hongkong.....dut. tons..	3,959	658,126	2,438	435,988	1,790	312,041	885	151,992
Japan.....dut. tons..	1,195	189,313	1,242	217,149	1,940	336,373	1,666	297,751
British East Indies.....dut. tons..	778	119,593	1,060	164,947	922	135,194	1,048	178,313
Canada.....dut. tons..	32	4,000	35	5,000	105	20,000		
Australasia.....dut. tons..	1,573	225,517	1,983	324,272	2,009	333,206	1,826	318,651
Maguay.....free. tons..					1,878	188,219	2,277	219,054
Exported to—								
United Kingdom.....free. tons..					1,587	159,410	1,365	126,880
Japan.....free. tons..					291	28,809	446	46,640
Manufactures of:								
Bags.....free..		574		4,955		47,049		313
Exported to—								
China.....free..						1,471		
Hongkong.....free..				4,955		44,378		313
British East Indies.....free..						1,200		
Hats (n. e. s.).....					50,933	23,013	35,603	13,197
Exported to—								
United States.....free. no..					16,096	8,551	17,608	5,659
United Kingdom.....free. no..					16,434	4,025	21	40
Germany.....free. no..					2,534	690	1,044	464
France.....free. no..					14,915	9,015	13,466	4,855
Italy.....free. no..					596	575	1,402	1,550
Ilang-ilang oil.....	5,093	103,789	4,724	103,247	4,269	100,349	5,009	93,172
Exported to—								
United States.....free. galls..	250	9,504	547	13,821	466	21,275	271	7,262
United Kingdom.....free. galls..	56	2,880	28	800	34	4,500	44	1,610
Germany.....free. galls..	131	2,260	137	2,408	38	1,300	89	2,000
France.....free. galls..	4,186	80,115	4,007	86,001	3,691	71,764	4,574	80,900
Spain.....free. galls..	31	1,480	5	217	27	1,350	9	400
Straw manufactures, hats, etc.....		137,369		84,625		32,527		4,387
Exported to—								
United States.....free..		65,984		16,536		1,450		1,992
United Kingdom.....free..		9,602		10,364		4,750		
France.....free..		46,415		35,484		15,645		275
Hongkong.....free..		2,035		1,040		2,191		63
Dutch East Indies.....free..				8		1,136		1,021
Australasia.....free..		244		7,929		5,373		
Shells:								
Mother-of-pearl.....free..		89,858		80,932		92,614		62,018
Exported to—								
United States.....free..		125		3,500				
Italy.....free..				28		900		
Hongkong.....free..		1,128		1,849		1,145		13
British East Indies.....free..		88,317		74,707		90,334		61,370
Sugar and molasses:								
Sugar, raw or brown.....	246,151,547	3,955,568	165,709,433	2,668,507	250,542,682	4,977,026	277,289,222	4,863,865
Exported to—								
United States.....dut. lbs..	75,916,518	1,335,826	25,632,500	354,144	127,563,818	2,618,487	16,099,068	260,104
United Kingdom.....dut. lbs..	14,026,857	153,982			1,101,657	22,168		
China.....dut. lbs..	19,029,108	309,990	26,275,358	455,869	42,891,973	837,431	85,905,385	1,519,629
Hongkong.....dut. lbs..	50,692,385	886,282	63,374,699	1,050,817	68,513,990	1,337,158	167,797,909	2,919,188
Japan.....dut. lbs..	77,486,525	1,269,485	50,426,537	807,663	10,471,244	161,782	7,486,860	164,944
Australasia.....dut. lbs..	154	3						
Tobacco:								
Cigars.....		947,504		968,869		971,177		904,250
Exported to—								
United States.....dut..		3,866		1,795		6,790		23,405
United Kingdom.....dut..		128,211		85,113		94,185		84,179
Germany.....dut..		28,994		15,637		5,446		20,399
France.....dut..		29,293		25,374		19,028		27,917
Spain.....dut..		1,563		2,664		11,700		24,984
Italy.....dut..		3,804		4,798		5,718		2,847
Austria-Hungary.....dut..		5,776		3,947		5,417		4,700
Belgium.....dut..		515		3,305		1,288		5,437
Denmark.....dut..				200		4,975		9,120
Gibraltar.....dut..		8,042		8,346		5,761		7,163
Malta.....dut..		2,970		1,950		1,695		1,798
Netherlands.....dut..		2,696		870		2,555		1,570
China.....dut..		58,561		98,759		113,921		107,550
Hongkong.....dut..		355,628		376,154		393,534		285,208
Japan.....dut..		5,869		17,569		7,497		6,794
British East Indies.....dut..		162,884		169,985		150,522		114,692
Dutch East Indies.....dut..		14,085		21,080		10,847		7,404
French East Indies.....dut..		7,886		7,871		10,676		6,034
Aden.....dut..		718		622		740		746

THE COMMERCIAL PHILIPPINES IN 1906.

IMPORTS AND EXPORTS OF PRINCIPAL ARTICLES OF MERCHANDISE INTO AND FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1903 TO 1906, SHOWING PRINCIPAL COUNTRIES FROM WHICH IMPORTED AND TO WHICH EXPORTED—Continued.

EXPORTS—Continued.

ARTICLES AND COUNTRIES.	1903		1904		1905		1906	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Tobacco—Continued.								
Cigars—Continued.								
Exported to—Continued.		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
Korea.....dut.		710		368		1,360		3,459
Siam.....dut.		5,180		3,064		2,633		
Canada.....dut.		8,227		13,397		10,640		10,941
Argentina.....dut.				1,215		4,835		8,124
Australasia.....dut.		88,360		90,328		93,327		116,617
Unmanufactured—								
Leaf.....	20,630,168	902,870	19,044,290	1,021,949	16,276,266	1,005,404	21,359,892	1,458,658
Exported to—								
United States.....dut. lbs.	244,377	42,293	211	35			107,923	6,142
United Kingdom.....dut. lbs.	309,731	15,024	10,349	1,981	21,950	6,985	221,712	13,000
Germany.....dut. lbs.	18,009	2,240	59,952	4,586	5,731	895	44,288	1,968
France.....dut. lbs.	33,816	1,106	755,277	31,472	378,157	16,810	360,053	22,564
Spain.....dut. lbs.	14,624,495	531,669	13,073,021	646,405	13,455,065	830,533	12,453,220	838,595
Austria-Hungary.....dut. lbs.	3,284,877	153,107	3,425,488	225,145	473,356	29,715	4,561,561	357,006
Belgium.....dut. lbs.	709,989	59,440	99,297	7,677	559,139	26,901	1,075,113	69,450
Netherlands.....dut. lbs.	576,210	40,563	728,279	47,779	205,147	13,182	898,518	50,757
Portugal.....dut. lbs.	193,045	5,556	374,416	15,761	226,400	6,460	45,448	2,180
China.....dut. lbs.	3,209	374	1,038	125	14,642	1,382	18,245	1,211
Hongkong.....dut. lbs.	6,358	1,421	8,510	1,078	103,461	11,328	104,884	9,035
Japan.....dut. lbs.	6,116	1,346	4,607	683	30,799	3,601	39,890	6,055
British East Indies.....dut. lbs.	315,514	27,054	230,332	21,250	195,400	15,614	20,072	1,292
Dutch East Indies.....dut. lbs.	91,627	10,731	73,652	9,163	106,923	11,624	226,685	22,102
Egypt.....dut. lbs.	3,384	155			329,740	18,708		
Uruguay.....dut. lbs.	101,522	2,700	155,457	5,725	122,667	6,921	270,727	16,297
Australasia.....dut. lbs.	16,459	2,793	21,014	1,230	17,773	2,116	26,556	4,099
Hawaii.....dut. lbs.	6,729	1,627	3,476	910	5,155	1,000		

TOTAL VALUES OF MERCHANDISE IMPORTED INTO AND EXPORTED FROM THE UNITED STATES IN ITS COMMERCE WITH THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1850 TO 1906.

YEARS.	IMPORTS.			EXPORTS.			YEARS.	IMPORTS.			EXPORTS.		
	Free.	Dutiable.	Total.	Domestic.	Foreign.	Total.		Free.	Dutiable.	Total.	Domestic.	Foreign.	Total.
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1850.....	22,361	1,310,082	1,332,443	16,817	1,450	18,267	1879.....	162,400	5,370,667	5,533,067	189		189
1851.....	20,390	1,234,106	1,254,496	125,544	4,800	130,344	1880.....	245,358	6,357,990	6,603,348	11,938		11,938
1852.....	4,286	1,517,837	1,522,123	211,791	9,927	221,718	1881.....	243,042	8,916,381	9,159,423	62,458	405	62,863
1853.....	35,336	2,429,747	2,465,083	64,375	1,000	65,375	1882.....	226,919	9,743,236	9,970,155	145,105	4,453	149,558
1854.....	103,684	2,861,598	2,965,282	27,852	4,128	31,980	1883.....	69,584	10,006,533	10,076,117	128,834		128,834
1855.....	65,623	2,692,333	2,757,956	46,862	7,629	54,491	1884.....	71,005	12,268,526	12,339,531	194,925		194,925
1856.....	35,744	2,891,126	2,926,870	130,427	11,537	141,964	1885.....	47,294	7,742,462	7,789,756	169,354		169,354
1857.....	63,217	3,590,546	3,653,763	66,133	4,713	70,846	1886.....	82,204	9,484,708	9,566,912	132,937		132,937
1858.....	73,255	2,960,734	3,033,989	57,649	590	58,239	1887.....	37,423	8,577,407	8,614,830	147,682		147,682
1859.....	61,073	2,802,681	2,863,754				1888.....	45,876	10,222,402	10,268,278	165,903		165,903
1860.....	90,427	2,795,739	2,886,166	361,895	2,713	364,608	1889.....	35,264	10,557,908	10,593,172	179,647		179,647
1861.....	210,562	3,317,960	3,528,522	29,761		29,761	1890.....	33,158	11,559,468	11,592,626	122,276	488	122,764
1862.....	41,311	1,024,461	1,065,772	26,763		26,763	1891.....	3,087,268	2,079,941	5,167,209	124,572		124,572
1863.....	13,458	1,869,801	1,883,259	24,950		24,950	1892.....	6,239,642	60,011	6,308,653	60,914		60,914
1864.....	57,412	1,727,816	1,785,228	48,010		48,010	1893.....	9,117,170	42,687	9,159,857	154,378		154,378
1865.....	121,120	2,241,536	2,362,656	83,146		83,146	1894.....	6,992,364	15,978	7,008,342	145,466		145,466
1866.....	57,891	3,610,103	3,667,994	98,934		98,934	1895.....	3,657,952	1,073,414	4,731,366	119,255		119,255
1867.....	172,372	3,300,999	3,473,371	45,636		45,636	1896.....	2,599,020	2,383,837	4,982,857	162,341	105	162,446
1868.....	110,249	3,853,435	3,963,684	56,202		56,202	1897.....	3,086,057	1,297,683	4,383,740	94,597		94,597
1869.....	268,438	4,025,453	4,293,891	165,993	10,973	176,966	1898.....	3,387,168	443,247	3,830,415	127,787	17	127,804
1870.....	338,161	6,347,525	6,685,686	212,460	9,339	221,799	1899.....	3,401,157	1,008,617	4,409,774	401,258	2,935	404,193
1871.....	213,236	5,425,072	5,638,308	119,805	9,481	129,286	1900.....	5,031,989	939,219	5,971,208	2,635,624	4,825	2,640,449
1872.....	287,784	7,493,845	7,781,629	328,512	5,886	334,398	1901.....	4,278,172	142,740	4,420,912	4,014,180	12,884	4,027,064
1873.....	336,847	5,894,788	6,231,635	17,570		17,570	1902.....	6,355,548	257,152	6,612,700	5,251,867	6,603	5,258,470
1874.....	141,097	6,059,074	6,200,171	15,050	226	15,276	1903.....	10,957,761	414,823	11,372,584	4,028,677	10,232	4,038,909
1875.....	251,781	6,573,406	6,825,187	89,889		89,889	1904.....	11,133,293	933,654	12,066,947	4,831,860	1,040	4,832,900
1876.....	170,994	5,298,403	5,469,397	72,243		72,243	1905.....	11,096,891	1,561,013	12,657,904	6,198,384	2,236	6,200,620
1877.....	212,734	6,969,550	7,182,284	74,828		74,828	1906.....	10,848,712	1,489,215	12,337,927	5,458,867	577	5,459,444
1878.....	142,239	7,748,689	7,890,928	69,613	1,758	71,371							

^a Included in "All other Spanish possessions."

THE COMMERCIAL PHILIPPINES IN 1906.

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TOTAL IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1900 TO 1906, BY PRINCIPAL ARTICLES.

IMPORTS.

ARTICLES.	1900	1901	1902	1903	1904	1905	1906
Animals: Cattle.....	(no.... 4,555	2,266	15,435	29,783	35,828	30,256	30,729
	(dolls.. 129,000	74,000	482,000	729,000	835,000	773,000	828,000
Breadstuffs: Wheat flour.....	(bbls.. 94,024	120,839	175,511	188,263	205,987	168,319	195,866
All other.....	(dolls.. 399,000	501,000	686,000	728,000	843,000	728,000	824,000
Coal.....	(tons.. 295,000	185,000	243,000	229,000	253,000	252,000	229,000
	(dolls.. 87,548	125,264	124,392	157,801	182,468	188,760	173,811
Clocks and watches.....	(dolls.. 462,000	504,000	496,000	473,000	559,000	522,000	415,000
Cocoa.....	(lbs.. 93,000	159,000	142,000	112,000	74,000	81,000	93,000
	(dolls.. 610,737	842,604	1,333,114	1,380,655	1,353,561	1,242,258	1,296,586
Coffee.....	(lbs.. 160,000	165,000	203,000	203,000	179,000	150,000	150,000
	(dolls.. 149,710	21,710	300,044	851,153	770,961	854,035	1,013,678
Copper: Ingots, bars, etc.....	(lbs.. 33,000	2,000	29,000	74,000	61,000	79,000	91,000
Manufactures of.....	(dolls.. 131,221	227,943	295,580	522,082	537,875	363,314	367,490
Cotton, and manufactures of: Raw.....	(lbs.. 17,000	35,000	41,000	65,000	69,000	45,000	52,000
	(dolls.. 79,000	68,000	118,000	109,000	81,000	151,000	109,000
Manufactured cloth.....	(lbs.. 412,722	69,000	505,207	600,864	284,610	726,683	929,684
Wearing apparel.....	(dolls.. 37,000	7,034,000	4,345,000	4,500,000	3,092,000	4,138,000	4,308,000
Yarn and thread.....	(dolls.. 773,000	735,000	735,000	267,000	200,000	69,000	92,000
All other.....	(lbs.. 1,615,578	5,084,839	2,826,349	2,815,741	3,238,952	3,985,179	3,842,395
Chemicals, drugs, and dyes: Opium.....	(dolls.. 518,000	1,161,000	707,000	641,000	780,000	958,000	1,093,000
All other.....	(dolls.. 5,408,000	473,000	1,179,000	876,000	848,000	1,142,000	1,149,000
Earthen, stone, and china ware.....	(lbs.. 152,517	221,672	286,442	259,472	249,770	268,129	150,252
Fibers, vegetable: Unmanufactured.....	(dolls.. 476,000	619,000	820,000	722,000	771,000	850,000	440,000
Manufactured.....	(dolls.. 620,000	298,000	251,000	389,000	354,000	340,000	391,000
Fish and fish products, including shellfish.....	(dolls.. 132,000	111,000	146,000	144,000	90,000	122,000	127,000
Fruits and nuts, including preserved fruits.....	(dolls.. 6,000	31,000	46,000	74,000	65,000	71,000	55,000
Glass and glassware.....	(dolls.. 202,000	300,000	376,000	257,000	195,000	200,000	279,000
Hats and caps.....	(dolls.. 101,000	170,000	371,000	432,000	232,000	244,000	263,000
Iron and steel, and manufactures of: Iron, bar.....	(dolls.. 170,000	210,000	285,000	204,000	207,000	171,000	119,000
Sheets and plates.....	(dolls.. 525,000	442,000	540,000	289,000	194,000	142,000	146,000
Steel, bars and rods.....	(dolls.. 88,000	233,000	258,000	258,000	119,000	103,000	84,000
Rails.....	(lbs.. 3,092,258	4,207,756	3,168,961	3,610,819	5,101,918	3,079,938	50,000
Builders' hardware, saws and tools.....	(dolls.. 69,000	71,000	54,000	54,000	82,000	11,000	105,000
Machinery—Sewing machines.....	(dolls.. 7,438,241	6,544,613	7,296,745	8,003,560	9,154,875	10,926,847	11,248,451
All other, including parts of.....	(dolls.. 314,000	218,000	216,000	225,000	237,000	261,000	297,000
All other manufactures of iron and steel.....	(lbs.. 536,225	1,656,874	1,940,458	1,872,124	1,203,235	1,308,621	32,000
Jewelry.....	(dolls.. 15,000	41,000	81	15	7,082	8,618	341
Leather, manufactures of: Boots and shoes.....	(dolls.. 14,000	84,000	159,000	106,000	146,000	134,000	105,000
All other.....	(dolls.. 20,000	128,000	158,000	119,000	122,000	51,000	46,000
Malt liquors: Beer in bottles.....	(dolls.. 319,000	204,000	515,000	469,000	652,000	843,000	564,000
All other.....	(dolls.. 54,000	1,140,000	933,000	886,000	867,000	1,021,000	683,000
Musical instruments.....	(dolls.. 402,000	417,000	217,000	259,000	100,000	161,000	151,000
Oils: Mineral—Illuminating.....	(dolls.. 149,000	218,000	300,000	541,000	344,000	357,000	357,000
All other, including residuum.....	(dolls.. 74,000	116,000	150,000	145,000	158,000	137,000	125,000
Vegetable—Olive.....	(dolls.. 638,000	1,031,000	502,000	452,000	270,000	251,000	194,000
All other.....	(dolls.. 10,000	17,000	45,000	36,000	41,000	27,000	32,000
Paints, pigments, and colors.....	(dolls.. 10,000	50,000	72,000	50,000	52,000	40,000	37,000
Paper, and manufactures of.....	(galls.. 829,344	1,044,459	4,337,005	6,295,533	4,684,264	9,280,605	4,579,918
Paraffin and wax.....	(dolls.. 161,000	451,000	498,000	652,000	485,000	793,000	358,000
Provisions: Meat products—Beef, fresh.....	(dolls.. 36,130	33,000	106,000	38,000	78,000	64,000	89,000
Bacon, hams, and shoulders.....	(dolls.. 49,000	36,000	31,000	30,785	47,951	47,000	50,302
Lard.....	(dolls.. 66,000	76,000	201,000	92,000	79,000	34,000	34,000
All other meat products, including oleomargarine and imi- tation butter.....	(dolls.. 152,000	125,000	135,000	146,000	158,000	162,000	139,000
Dairy products—Butter and cheese.....	(dolls.. 462,000	475,000	669,000	503,000	491,000	515,000	410,000
Condensed milk.....	(dolls.. 65,000	69,000	137,000	137,000	101,000	59,000	65,000
Rice.....	(lbs.. 297,132	373,759	998,166	2,735,284	10,374,678	7,914,518	7,914,518
Rubber, manufactures of.....	(lbs.. 10,000	32,000	82,000	204,000	461,000	411,000	411,000
Silk, manufactures of.....	(lbs.. 900,052	1,546,671	1,610,639	1,559,374	1,602,839	1,273,076	1,273,076
Spirits, distilled.....	(dolls.. 114,000	167,000	163,000	178,000	170,000	150,000	150,000
Sugar, refined.....	(dolls.. 1,223,555	1,762,131	2,792,463	3,722,227	2,983,064	2,871,059	2,871,059
Vegetables, including pickles and sauces.....	(dolls.. 453,000	92,000	120,000	186,000	262,000	198,000	164,000
Wines.....	(dolls.. 147,000	217,000	250,000	210,000	213,000	218,000	218,000
Wood: Lumber—Boards, deal, and planks.....	(dolls.. 147,000	92,000	103,000	95,000	128,000	113,000	113,000
All other.....	(lbs.. 1,105,423	1,675,393	3,070,038	3,233,052	3,018,676	3,776,761	3,776,761
Furniture.....	(dolls.. 97,000	156,000	247,000	251,000	274,000	284,000	284,000
All other manufactures of.....	(lbs.. 242,311,382	392,932,908	477,087,198	677,238,885	727,139,614	563,282,346	304,351,232
Wool: Cloth, spun, etc.....	(dolls.. 3,113,000	5,441,000	6,578,000	10,061,000	11,549,000	7,457,000	4,376,000
All other articles, n. e. s.....	(dolls.. 196,000	73,000	88,000	94,000	168,000	97,000	106,000
Total merchandise.....	(dolls.. 118,327	249,064	267,343	196,747	147,190	163,541	127,956
Bullion and specie:	(dolls.. 303,000	412,000	510,000	308,000	228,000	270,000	200,000
Gold.....	(lbs.. 1,355,556	479,841	3,575,889	5,401,853	6,638,521	4,693,398	2,613,131
Silver.....	(dolls.. 52,000	18,000	128,000	143,000	195,000	160,000	94,000
Grand total.....	(dolls.. 244,000	338,000	719,000	514,000	503,000	522,000	459,000
	(dolls.. 320,000	347,000	360,000	250,000	267,000	193,000	174,000
	(M feet.. 8,441	9,167	13,974	23,682	18,774	18,774	18,774
	(dolls.. 102,000	45,000	69,000	32,000	61,000	13,000	6,000
	(dolls.. 12,000	37,000	85,000	73,000	93,000	67,000	45,000
	(dolls.. 109,000	132,000	198,000	113,000	111,000	90,000	82,000
	(dolls.. 136,000	126,000	212,000	116,000	123,000	51,000	51,000
	(dolls.. 3,217,000	3,385,000	3,333,000	2,507,000	2,718,000	2,768,000	2,764,000
	(dolls.. 20,601,000	30,279,000	32,142,000	32,972,000	33,221,000	30,876,000	25,759,000
	(dolls.. 149,000	508,000	278,000	50,000	2,000	85,000	6,000
	(dolls.. 2,293,000	2,031,000	8,653,000	2,077,000	1,081,000	1,000	2,000
Grand total.....	(dolls.. 23,043,000	32,818,000	41,073,000	35,099,000	34,304,000	30,962,000	25,807,000

THE COMMERCIAL PHILIPPINES IN 1906.

TOTAL IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1900 TO 1906, BY PRINCIPAL ARTICLES—Continued.

EXPORTS.

ARTICLES.	1900	1901	1902	1903	1904	1905	1906
Animals: Horses and mules.....	(no.....)	21	126	32	29	12	.....
Bamboo, manufactures of: Hats.....	(dolls.....)	1,000	2,000	1,000	3,000	1,000	.....
Buri manufactures.....	(no.....)	.....	.....	.....	.....	254,581	329,984
Coffee.....	(dolls.....)	8,792	81,994	23,495	9,263	80,000	152,000
Copper, and manufactures of.....	(dolls.....)	2,000	7,000	3,000	1,000	19,000	11,000
Fibers:	(dolls.....)	35,000	24,000	19,000	12,000	14,562	10,033
Hemp.....	(dolls.....)	75,476	109,231	108,265	130,159	3,000	2,000
Cordage.....	(dolls.....)	11,399,000	14,453,000	15,841,000	21,702,000	48,000	61,000
All other manufactures of fibers.....	(dolls.....)	5,000	12,000	8,000	21,795,000	128,564	110,399
Fruits and nuts: Copra.....	(dolls.....)	7,000	2,000	6,000	31,000	22,146,000	19,447,000
Gums and resins.....	(dolls.....)	81,799,665	2,648,000	1,002,000	4,473,000	20,000	24,000
Hides and skins.....	(dolls.....)	1,691,000	134,000	152,000	119,341,505	60,000	13,000
Oil: Ilang-ilang oil.....	(dolls.....)	2,307,197	536,337	610,645	82,797,227	145,851,913	.....
Seeds of all kinds.....	(dolls.....)	277,000	160,000	77,000	2,927,000	2,095,000	4,043,000
Shells:	(dolls.....)	42,000	71,000	104,000	112,000	87,000	63,000
Mother-of-pearl.....	(dolls.....)	4,000	3,000	11,000	29,000	121,106	262,380
All other.....	(dolls.....)	132,000	65,000	90,000	81,000	15,000	15,000
Straw, manufactures of: Hats.....	(dolls.....)	41,000	36,000	31,000	4,724	4,269	5,009
Sugar: Raw or brown.....	(dolls.....)	163,941,204	123,747,492	149,491,539	246,151,547	100,000	93,000
Tobacco:	(dolls.....)	2,867,000	2,293,000	2,761,000	3,956,000	18,000	2,000
Unmanufactured.....	(dolls.....)	14,010,356	17,929,100	21,044,615	20,630,168	93,000	62,000
Cigars.....	(dolls.....)	818,000	954,000	785,000	903,000	23,000	44,000
Cigarettes.....	(dolls.....)	1,188,000	1,250,000	1,667,000	948,000	25,000	44,000
All other manufactures of.....	(dolls.....)	2,000	11,000	10,000	21,000	33,000	4,000
Wood: Cabinet woods.....	(dolls.....)	174,000	3,000	40,000	11,000	85,000	.....
All other merchandise.....	(dolls.....)	24,000	39,000	71,000	33,000	250,542,682	277,289,222
Reexports.....	(dolls.....)	1,268,000	872,000	1,123,000	380,000	4,977,000	4,864,000
Total merchandise.....	(dolls.....)	19,751,000	23,215,000	23,928,000	33,120,000	32,353,000	31,917,000
Bullion and specie:	(dolls.....)	1,161,000	305,000	806,000	180,000	80,000	19,000
Gold.....	(dolls.....)	855,000	2,911,000	2,423,000	6,369,000	4,143,000	553,000
Silver.....	(dolls.....)	21,767,000	26,431,000	27,157,000	39,669,000	36,576,000	32,489,000
Grand total.....	(dolls.....)	21,767,000	26,431,000	27,157,000	39,669,000	36,576,000	32,489,000

THE COMMERCIAL PHILIPPINES IN 1906.

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IMPORTS INTO AND EXPORTS FROM THE UNITED STATES IN ITS COMMERCE WITH THE PHILIPPINE ISLANDS DURING THE FISCAL YEARS 1895 TO 1906, BY PRINCIPAL ARTICLES.

IMPORTS.

ARTICLES.	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906
Chemicals, drugs, and dyes: Indigo free. lbs.								400				
Coal: Bituminous. dut. tons.						911	380					
Copper: Pigs, bars, ingots, etc. free. lbs.						72,752						
Fibers, vegetable, and textile grasses: Manila. free. tons.	45,865	35,584	38,533	48,170	33,597	32,187	25,703	34,384	56,870	63,955	56,511	57,650
All other. free. tons.	1,106	872	5,450	5,129			90		8	217		1
Sugar, not above No. 16 D. S. free. lbs.	3,904,600											
dut. lbs.	64,865,892	145,075,344	72,463,577	29,489,600	51,625,280	49,490,542	4,693,333	11,424,000	18,773,333	61,570,614	77,997,424	69,372,887
Chemicals, drugs, and dyes: Indigo. free.								50				
Coal: Bituminous. dut. tons.						2,625	1,464					
Copper: Pigs, bars, ingots, etc. free.						10,185	611					
Eartuen, stone, and china ware. dut.		19			310	1,118	1,029	746	142	4,220	215	38
Fibers, vegetable, and textile grasses: Manila. free.	3,572,236	2,469,494	2,701,651	3,069,673	3,394,338	5,018,764	4,254,416	6,318,470	10,931,186	11,044,789	11,076,286	10,818,683
All other. free.	11,851	68,838	384,155	309,265			6,000		1,016	38,354		100
Household and personal effects, etc. free.		567	149	124				1,662	8,126	3,782	7,002	3,322
Iron and steel, and manufactures of. dut.					951	1,449	1,511	973	76		103	93
Metals, metal compositions, and manufactures of. dut.					455	704	511	1,284	244	315	241	681
Straw and grass, manufactures of. dut.	26,148	81,352	72,137	1,522	7	10	17	323	240	921	167	233
Sugar, not above No. 16 D. S. free.	67,200											
dut.	1,043,806	2,270,902	1,199,202	381,279	969,323	925,335	103,857	188,159	270,729	894,100	1,498,399	1,424,136
Tobacco, and manufactures of. dut.	1,199	808						7,006	57,719	1,046	3,445	5,896
All other free and dutiable articles. dut.	8,926	60,877	24,108	65,310	39,915	8,340	35,800	4,027	103,106	83,284	72,046	84,745
Total free of duty.	3,657,952	2,509,020	3,086,057	3,387,168	3,401,157	5,031,984	4,278,172	6,355,548	10,957,761	11,133,293	11,066,891	10,848,712
Total dutiable.	1,073,414	2,383,837	1,297,683	443,247	1,008,617	939,219	142,740	257,152	414,823	933,654	1,561,013	1,489,215
Total imports of merchandise.	4,731,366	4,892,857	4,383,740	3,830,415	4,409,774	5,971,208	4,420,912	6,612,700	11,372,584	12,066,947	12,657,904	12,337,927

EXPORTS.

DOMESTIC EXPORTS.												
Animals:												
Horses. no.						2,347	1,578					2
Mules. no.						1,703	1,175					
Coal. tons.				4,810	44,740	64,419	56,784	84,149	44,348	56,657	136,352	58,073
Cotton, manufactures of: Cloths. yds.	7,150	18,823	12,578	8,622	22,728	327,571	954,563	3,372,211	5,868,689	5,046,749	15,957,161	3,836,059
Hay. tons.					600	10,544	16,693	19,134	9,859	16,129	4,666	8,210
Oils: Mineral, refined. galls.	1,085,500	1,130,769	600,837	1,057,306	153	29,861	1,247,893	2,605,839	2,889,107	3,446,951	7,625,544	1,873,645
Spirits, distilled. galls.					21,334	83,258	167,072	119,877	52,481	22,787	33,086	26,986
Varnish. galls.	1,354	1,138	2,488	3,540	2,040	4,566	6,029	7,952	6,981	12,865	5,029	19,765
Agricultural implements.												
Animals:												
Horses.	1,592	1,096	2,262	1,452	60	1,725	3,128	14,144	9,203	28,583	22,335	115,800
Mules.						211,550	115,160					350
Books, maps, engravings, etchings, etc.	44	627	48		4,499	18,770	44,160	140,574	64,601	47,841	79,796	40,141
Breadstuffs.	11,293	18,290	10,068	200	12,599	168,726	570,376	435,444	278,891	346,946	315,457	379,775
Cars, carriages, other vehicles, and parts of.	959	5,182	1,707	2,511	1,649	54,117	180,096	101,213	77,904	85,739	112,402	98,914
Chemicals, drugs, dyes, and medicines.	320	3,390	3,316	3,241	13,748	48,955	38,147	77,224	60,366	68,929	76,378	95,099
Clocks and watches, and parts of.	2,576	45			2,615	19,014	12,659	53,557	9,459	10,165	6,924	5,761
Coal.					14,430	100,978	142,633	144,995	210,374	137,617	157,068	346,083
Cotton, manufactures of: Cloths.	900	2,527	1,940	1,304	1,895	19,457	57,407	161,863	264,947	253,371	767,309	189,516
All other.	2,455	7,187	224		3,232	10,287	19,907	84,782	51,623	68,888	82,935	214,380
Fruits and nuts.		29	156		3,869	27,217	18,410	31,249	32,626	25,018	33,327	48,490
Hay.					7,820	162,199	323,944	358,816	168,046	320,224	80,979	155,042
Instruments, etc. for scientific purposes.	120	676	3,054	2,744	3,040	13,112	35,839	69,400	106,718	58,668	182,157	188,366
Iron and steel, and manufactures of.	13,343	10,204	9,036	7,431	19,584	383,892	503,127	957,342	657,353	778,767	1,316,185	833,918
Leather, and manufactures of.	1,491	3,503	220	1,012	1,167	32,906	25,449	121,003	147,723	268,575	227,221	406,935
Malt liquors.	245	1,415	663	337	91,817	563,950	762,176	466,404	310,495	191,667	188,941	81,346
Oils: Mineral, refined.	67,837	89,958	45,908	65,995	46	7,921	119,424	235,397	279,648	418,883	799,000	210,104
Paper and manufactures of.	20	10			3,145	52,843	66,141	284,788	111,340	94,646	143,771	130,184
Provisions, comprising meat and dairy products.	396	1,718	544	905	33,090	60,244	47,374	156,863	127,636	311,191	310,254	490,705
Spirits, distilled.					40,930	156,252	316,024	185,188	124,875	40,526	78,013	64,431
Varnish.	2,605	1,500	2,239	3,449	1,617	3,526	6,557	7,611	4,864	10,711	6,051	17,421
Vegetables.		571			1,635	54,814	187,098	58,213	92,551	95,267	94,315	112,346
Wines.					10,950	8,397	22,652	24,170	8,397	2,818	4,237	4,018
Wood, and manufactures of.	12,777	262	343	406	7,862	84,127	41,500	418,994	499,563	621,171	201,292	431,249
All other articles.	12,782	14,151	12,869	21,826	33,411	98,584	233,620	611,398	410,834	526,198	624,123	986,868
Total domestic exports.	119,255	162,341	94,597	127,787	401,258	2,635,624	4,014,180	5,251,867	4,028,677	4,831,800	6,198,384	5,458,867
Total foreign exports.		105		17	2,935	4,825	12,884	6,603	10,232	1,040	2,230	577
Total exports of merchandise.	119,255	162,446	94,597	127,804	404,193	2,640,449	4,027,064	5,258,470	4,038,909	4,832,900	6,200,621	5,459,444

THE COMMERCIAL PHILIPPINES IN 1906.

IMPORTS INTO AND EXPORTS FROM THE PHILIPPINE ISLANDS, 1890 TO 1893 AND 1899 TO 1906,^a BY COUNTRIES.

IMPORTS (MERCHANDISE ONLY).

COUNTRIES.	1890	1891	1892	1893	1899	1900	1901	1902	1903	1904	1905	1906
EUROPE:	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Austria-Hungary.....	2,000	19,000	63,000	72,000	66,000	107,000	126,000	105,000	93,000	94,000	89,000	89,000
Belgium.....	522,000	294,000	176,000	78,000	114,000	120,000	275,000	243,000	219,000	275,000	299,000	260,000
France.....	22,000	172,000	273,000	477,000	292,000	486,000	1,684,000	1,525,000	1,183,000	1,180,000	832,000	834,000
Germany.....	185,000	312,000	527,000	1,246,000	923,000	1,210,000	2,135,000	2,357,000	1,999,000	1,601,000	1,499,000	1,361,000
Italy.....	6,000	6,000	13,000	41,000	178,000	200,000	179,000	159,000	103,000	91,000	103,000	150,000
Netherlands.....	6,000	6,000	13,000	41,000	178,000	200,000	179,000	159,000	103,000	91,000	103,000	150,000
Spain.....	748,000	3,376,000	4,398,000	5,105,000	2,703,000	2,091,000	2,161,000	2,389,000	2,621,000	2,009,000	1,931,000	1,787,000
Switzerland.....	1,000	8,000	47,000	207,000	174,000	216,000	893,000	883,000	481,000	480,000	445,000	593,000
United Kingdom.....	5,708,000	5,123,000	5,196,000	4,248,000	3,239,000	3,946,000	6,956,000	5,523,000	5,172,000	4,128,000	4,848,000	5,224,000
Russia.....			249,000	263,000	121,000	142,000	315,000	232,000	287,000	239,000	303,000	44,000
AMERICA:												
United States.....	541,000	347,000	208,000	957,000	1,352,000	1,658,000	2,856,000	4,035,000	3,944,000	4,633,000	5,761,000	4,334,000
ASIA:												
British East Indies.....					810,000	1,192,000	2,183,000	2,965,000	2,235,000	2,570,000	2,008,000	1,515,000
Dutch East Indies.....					25,000	27,000	21,000	78,000	84,000	18,000	79,000	71,000
China (including Hongkong).....	3,904,000	3,535,000	3,030,000	2,237,000	8,306,000	8,338,000	6,681,000	6,121,000	6,390,000	3,617,000	3,150,000	2,959,000
French East Indies.....	1,558,000	1,712,000	1,093,000	518,000								
Japan.....	31,000	39,000	38,000	183,000			1,914,000	3,244,000	5,956,000	9,205,000	5,969,000	3,854,000
Singapore.....	2,541,000	1,813,000	988,000	156,000	184,000	260,000	806,000	923,000	701,000	803,000	1,018,000	657,000
Siam.....							468,000	504,000	610,000	857,000	903,000	
OCEANIA:												
Australasia.....	17,000	48,000	120,000	65,000	616,000	544,000	442,000	523,000	618,000	1,101,000	1,366,000	1,524,000
Sulu Islands.....		4,000	9,000	5,000								
AFRICA:												
Egypt.....	40,000	7,000	12,000	3,000		3,000	4,000	3,000	4,000	4,000	4,000	2,000
ALL OTHER COUNTRIES.....				7,000	14,000	10,000	53,000	83,000	50,000	199,000	111,000	343,000
Total.....	15,884,000	16,798,000	16,315,000	15,891,000	19,189,000	20,601,000	30,279,000	32,142,000	32,972,000	33,221,000	30,876,000	25,799,000

EXPORTS (MERCHANDISE ONLY).

EUROPE:												
Austria-Hungary.....					1,000	173,000	289,000	89,000	162,000	253,000	37,000	379,000
Belgium.....				45,000			3,000	47,000	142,000	55,000	44,000	183,000
France.....				242,000	575,000	1,392,000	1,934,000	956,000	3,679,000	2,127,000	1,492,000	2,703,000
Germany.....				20,000	24,000	97,000	82,000	76,000	307,000	107,000	130,000	459,000
Spain.....			1,839,000	1,919,000	977,000	1,226,000	1,655,000	869,000	755,000	966,000	1,434,000	1,803,000
United Kingdom.....			6,371,000	9,960,000	3,532,000	6,225,000	10,705,000	8,283,000	8,802,000	10,123,000	8,291,000	7,500,000
AMERICA:												
United States.....			2,904,000	2,995,000	3,935,000	3,526,000	2,573,000	7,696,000	13,869,000	11,104,000	15,671,000	11,579,000
Canada.....					5,000	15,000	8,000	11,000	12,000	18,000	31,000	11,000
ASIA:												
British East Indies.....				4,000	368,000	938,000	759,000	671,000	836,000	658,000	624,000	663,000
Dutch East Indies.....					22,000	17,000	11,000	27,000	25,000	30,000	24,000	35,000
China (including Hongkong).....			3,778,000	4,867,000	4,014,000	4,145,000	2,771,000	3,646,000	2,528,000	2,782,000	3,368,000	5,365,000
Japan.....			128,000	306,000	1,022,000	1,032,000	1,444,000	926,000	1,502,000	1,205,000	549,000	532,000
Singapore.....			1,575,000	510,000								
AFRICA:												
British Africa.....					3,000	4,000	17,000	122,000	12,000	52,000	1,000	9,000
Egypt.....			387,000	1,157,000	41,000	334,000	320,000	1,000	3,000	2,000	20,000	1,000
OCEANIA:												
Australasia.....				47,000	320,000	564,000	600,000	438,000	336,000	443,000	446,000	462,000
ALL OTHER COUNTRIES.....			182,000	111,000	12,000	63,000	44,000	70,000	150,000	326,000	191,000	233,000
Total.....			19,164,000	22,183,000	14,847,000	19,751,000	23,215,000	23,928,000	33,120,000	30,251,000	32,353,000	31,917,000

^a No data available for period 1894-1898, inclusive. The data prior to 1899 were taken from Bulletin No. 14, Section of Foreign Markets, Department of Agriculture, and include bullion and specie. For the years 1899 to 1905 the figures were taken from the Monthly Summary of Commerce of the Philippine Islands, Bureau of Insular Affairs, War Department. The years 1890, 1891, 1892, 1893, and 1899 are calendar years, the remainder fiscal years.

^b Includes imports from Sulu Islands.

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The commercial Philippines in 1926 showing
the trade of the Islands, ---